CYCLE NEWS®

WEST

Volume XVI : Number 35 : September 12, 1979

75¢

BLM, Phantom Duck sign agreement!

ISDT Preview

Who's who in the blue and white helmets?

NEWSPAPER

Doug Chandler (8), shown here leading Joe Knight, took three classes at Ascot.

Chandler takes three, Hill two at AMA Amateur TT National

By Maureen Lee
Photos by Dan Mahony/Wizard Racing Photography

GARDENA, CA, AUG. 25-26

The Lightweights M.C. hosted their half of the AMA Amateur/National Championship by throwing the TT at the legendary Ascot Park. Although heavily pressured to get things over and done with so the groups renting the track for the two evenings wouldn't get antsy, the club threw a terrific race. Everyone involved knew what they were to do and where they were to do it and things went smoothly, considerably aided by the professional talents of AMA Pro starter Al Mintz and his assistant, Shorty Seaborne.

Unfortunately, track management wouldn't permit the half-mile section of the track to be used Saturday (sprint car racing at night) so District 37 scrambles steward Ed Carroll and his club laid out a real neat TT track in the infield, big enough for the little screamers running that day, whereon they went over the jump backwards. There was a dog-leg in the first section that parted quite a few riders from their mounts; riders not skillfull enough to move their body weight from left to right quickly.

Tom Knight was the first one to come adrift in the 50cc class but he was up and at 'em again and went on to win the main. One of the best rides we've seen in a long time was turned in by Greg Fraser from British Columbia. He fell right in the beginning scramble for position, and then proceeded in the few short laps to move on up through the pack by Washington's J.P. Simonsen, on up by the gaggle from Stockton-Visalia of Ron and Bryan Knight, Frank Morris, and Allen Walton. Walton moved eventually into second, but right at the end, hard charging Fraser came flying up and took it away from him. Time didn't allow him to knock off front runner Tom Knight.

Randy Turbett, from Peoria who'd won two classes at Porterville the week before, was chased home first in both his heat and the 65cc 7-11 main by Scottie Scherb from Texas. Behind them came Ron Wade from Illinois, and then the first Californian, Antone Mellow from Marina.

The 85cc Stock 7-11 main had two restarts because of crashes; finally they got underway, with Pat Murray from Stafford, NY, making a perfect pass from the outside to the inside of turn one, right through the pack to third spot. Front runners Aaron Hill and Kurt Chandler never lost their first and second, but Craig Johnson and Joe Avila did shuffle fourth around.

It was Oregon's turn in the 85cc Stock 12-14 class, a group that naturally went faster because they were bigger. Stockton's Shawn Black took off with the lead but right on his rear wheel the whole time was Clay Clark from Oregon. Behind them Steven Hill was going very well and got up to third only to have his bike slow down, dropping him back behind Mike Lawrence and Rod Gillis. Then zap, on the last lap Clark left it full on coming down the back chute and got by Black for the win, leaving his cheering section almost prostrate with excitement.

Again, Hill got the job done in the 85cc Modified 7-11 main, but not without considerable pressure from Kurt Chandler and Curtis Cannon, in maybe the best race of the day. Hill didn't lose his first but Chandler and Cannon were flat having at it while Dean Snell was going every which way including sideways to keep up and in contention with them.

Showing the amount of talent on tap at Ascot Saturday, there were three number one plates in the 85cc Modified 12-14, a solid California lineup except for Richard Duncan from Snohomish, WA. The current National number one, Danny Moore from Carmel, had the tough luck to fall right when he was in contention in third place, while Doug Chandler and Roger Thompson settled out first. Chandler finally got away from Thompson, who in turn put space between himself and Chris Carr.

In the 100cc Schoolboy, Oregon's Dan Bennett was giving it the ride of his life when he sailed by Jim Toews going over the jump and then got by Vance Sherfield to end up fourth overall. Up front though, it was Doug Chandler again, then Chad Bettencourt and Chris Carr, all so equally matched they couldn't better their positions and track conditions by then made it important to show some consideration on the turns.

Nastiest crash of the day happened to Roger Schollenberger in the 125cc Schoolboy heat when he went down in the pack and a rider with nowhere to go went right over with both wheels, but Roger walked away, though slowly and no doubt remembers his first time at Ascot by the bruises. Danny Moore won the main, while second place man Randy Green from Washington had to do some maneuvering around people to get his spot. Darren Hulbert got third and notably in fourth was Michael Murray all the way from New York, making his claim to fame and jumping past Drew Roberts in mid-air to do it.

Trophy winners went home with beautiful trophies courtesy of Yamaha International, who went all out to support the Amateur races, while the participant pins from the Lightweights have to be quite the nicest we've ever seen in years of racing.

Sunday got underway using the complete Ascot TT course, and right off the bat in the first race, the 100cc Amateurs, had a red flag and a back-row start for Larry Babcock who thought he'd try out Al Mintz as starter. Al's action showed 'em that he wasn't to be messed with. Chris Carr won that heat with a big lead and took control again later in the day in the main. Richard Hager had second held down but the racing was between Oregon's Dan Bennett and Texan Ross Duncan. Bennett would get up alongside going through the esses but every lap Duncan was the master coming out of the twisty stuff.

District 37's number one, Charles "Bud" Carroll, lived up to his name with a smooth win in the 125cc Amateur class. Porterville's Bob Land beat him in the heat but the main was a different matter, and Land took second. Mearl Barnett went well for a while but slipped back behind Roger Shellenberger and Chris Carr, while Carr pushed third place Mike Garrison for all he was worth.

There were only 12 entries for the 200cc class so they rode a heat and a main. Chad Bettencourt won both but not without a real fight from Roger Schellenberger from Texas. Roger pushed Chad hard and when Bettencourt bobbled in the esses, he took full advantage and slipped into first. Back came Bettencourt and regained the lead at the jump, with Dallas Babcock barely third over Richard Horton.

Space won't allow full details of the 250cc wars in the heats and the semis. Doug Chandler went against national number one Mike Garrison, taking the lead early after a mad tangle around the first two turns.

There's a tale in Jeff Springman, winner of the 360cc class. Last week, he came out of about a two year layoff, went to Porterville as an alternate and won there; this weekend, he did the very same thing. In the main Springman took the lead, then came Jerry Brandt and Jim Mahoney. Things happened: Darrell Thompson fell off and then Kenny Burton grenaded his engine over the jump. After lots of people spent time kicking dirt over all the oil that extended from halfway over the jump into the next turn, away they went again, single file start. Again, Jeff took charge, pulling away with the lead, while Chris Cannon flew up past people to end in third behind Mahoney, and Scott Saunders did the same to take fourth ahead of Jerry Brandy.

National number one Rick Almeida didn't survive the tangle through turn one int he 500cc main; that class had more than its share of troubles including one of their semis being put back on the ready line to cool off and running the Open class next. Notable was a ride by Pete Hames in his semi as he made a terrific attempt to make the main (he did) passing both Danny Moore and Tony Urias to do it. Urias lost his transfer by the simple fact of being heavier than Moore — Danny out-dragged him down the chute!

In the main Mark Key got the lead early and pulled away with it. The track had developed its infamous blue groove and the Amateurs handled themselves commendably on it. Joe Mitchell took second, holding off Fred Bennett for a while, then Doug Chandler when he got by Bennett. Kreg Hunt from Oklahoma was right in the hunt for a while, in fourth spot, only to finally unload in the esses after a lap-after-lap battle with Chandler.

The Open class was a screamer for the fans of Ronald Day and Randy Griffith as they swapped the lead around in a class with 24 entries. Some hopefuls like Dave Peters didn't even make it in when he got center punched in a semi, National number one, Michigan's Ray Garrett, made it in from a semi and got an eighth in the main. Matt Rohr and Randy Griffith treated the stands to some side by side jumps over the big Ascot jump, then up came Ron Day to take the lead away from both of them and keep it, with Griffith taking second by a hair over Rohr.

Immken/Peck led the lightweight hacks home while Whitaker/Maclean from across the seas in Avalon took second. Actually the team of Ketcham/Ketcham was second after a hell of a battle with the #09 hack, but they disqualified themselves when the fray was over, moving Rahm/and Wyant into third.

For the heavyweights, it was Fresno's hot duo of Butterfield/Hill with their BMW, with Sanner/Melillo taking second. We observed the ambulance crews taking more notice when the hacks came to the line, but they needn't have bothered, these guys know how to do it. ●

Results

50cc CLASS: 1. Tom Knight (Suz); 2. Greg Fraser (Suz); 3. Allen Walton (Suz).

65cc CLASS (AGE 7-11): 1. Randy Turbett (Suz); 2. Scottie Scherb (Yam); 3. Ronald Wade (Yam).

85cc STOCK CLASS (AGE 7-11): 1. Aaron Hill (Kaw); 2. Kurt Chandler (Kaw); 3. Craig Johnson (Yam).

85cc STOCK CLASS (AGE 12-14): 1. Clay Clark (Yam); 2. Shawn Black (Kaw); 3. Michael Lawrence (Yam).

85cc MOD CLASS (AGE 7-11): 1. Aaron Hill (Kaw); 2. Kurt Chandler (Yam); 3. Curtis Cannon (Yam).

85cc MOD CLASS (AGE 12-14): 1. Doug Chandler (Kaw); 2. Roger Thompson (Yam); 3. Crhis Carr (Suz).

100 SCHOOLBOY: 1. Doug Chandler (Yam); 2. Chad Bettencourt (Yam); 3. Chris Carr (Suz).

125 SCHOOLBOY: 1. Danny Moore (Yam); 2. Randy Green (Yam); 3. Darren Hulbert (Yam).

100cc AM: 1. Chris Carr (Suz); 2. Richard Hager (Yam); 3. Ross Duncan (Yam).

125 AM: 1. Charles Carroll (Yam); 2. Robert Land (Yam); 3. Mike Garrison (Yam).

200cc CLASS: 1. Chad Bettencourt (Yam); 2. Roger Schellenberger (Yam); 3. Dallas Babcock (Suz).

250cc CLASS: 1. Doug Chandler (Kaw); 2. Mike Garrison (Yam); 3. Pete Hames (Yam).

360cc CLASS: 1. Jeff Springman (Yam); 2. James Mahoney (Hon); 3. Chris Cannon (Yam).

500cc CLASS: 1. Mark Key (Yam); 2. Joe Mitchell (Yam); 3. Doug Chandler (Yam).

OPEN CLASS: 1. Ronald Day (Yam); 2. Randy Griffith (Yam); 3. Matt Rohr (Yam).

LIGHTWEIGHT HACKS: 1. Loren Immken/Ronald Peck (Sidecar); 2. Ron Whitaker/Goron Maclean (Kaw); 3. Tip Rahm/Trina Wyant (Hon).

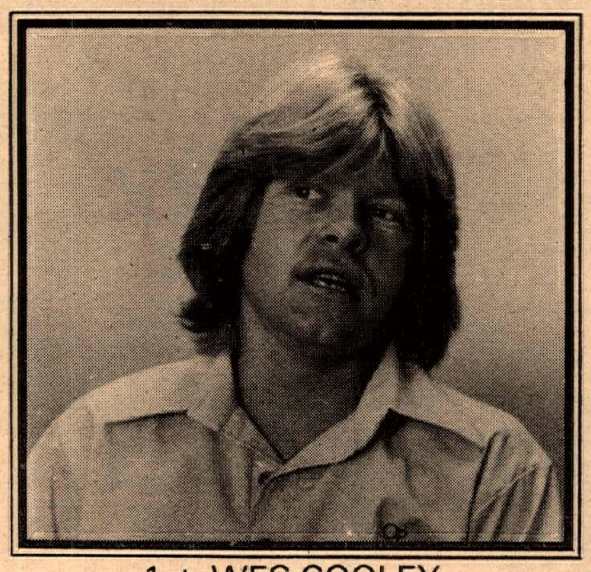
HEAVYWEIGHT HACKS: 1. Keith Butterfield/Ted Hill (BMW); 2. Robert Sanner/Perry Melillo (Hon); 3. Kim Mason/Alan Adcock (Yam).

YOSHIMURA CONGRATULATES

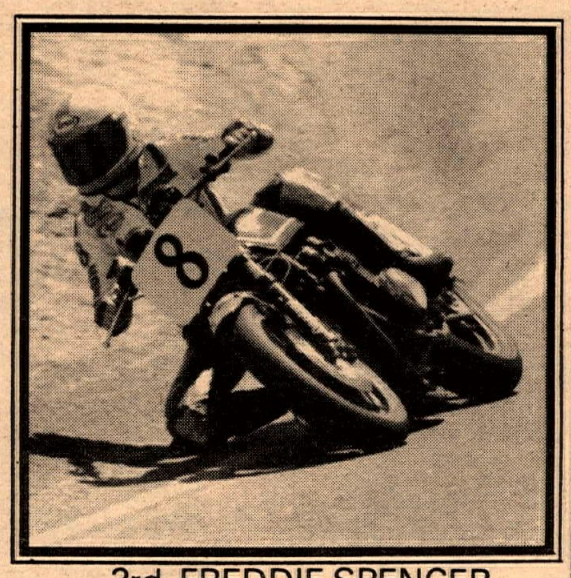
1979 SUPERBIKE WINNERS

OVERALL RIDER STANDINGS

2nd RON PIERCE



1st WES COOLEY



3rd FREDDIE SPENCER

DAYTONA

1st RON PIERCE — YOSHIMURA SUZUKI
2nd WES COOLEY — YOSHIMURA SUZUKI
3rd DAVE EMDE — YOSHIMURA SUZUKI

LOUDON

1st RICHARD SCHLACTER — DUCATI
2nd MIKE BALDWIN — YOSHIMURA BUILT KAWASAKI
3rd WES COOLEY — YOSHIMURA SUZUKI

SEARS POINT

1st FREDDIE SPENCER — YOSHIMURA BUILT KAWASAKI
2nd WES COOLEY — YOSHIMURA SUZUKI
3rd RON PIERCE — YOSHIMURA SUZUKI

LAGUNA SECA

1st FREDDIE SPENCER — YOSHIMURA BUILT KAWASAKI
2nd WES COOLEY — YOSHIMURA SUZUKI
3rd RON PIERCE — YOSHIMURA SUZUKI

THE WINNER'S CHOICE

YOSHIMURA

YOSHIMURA PARTS AVAILABLE THROUGH LOCAL DISTRIBUTORS

OR CALL DIRECT:

YOSHIMURA R & D
5517 CLEON AVE.
NO. HOLLYWOOD, CA 91601
(213) 985-2331

SPECIALIZED ENGINE WORK
SEND $3 FOR OUR '79-'80
COLOR CATALOG

YOSHIMURA NORTHWEST
B.C., CANADA
(604) 792-3455

GRAND PRIX DISTRIBUTING
NEW ORLEANS, LA
(504) 488-6647

YOSHIMURA PARTS DIST. N.E.
ONTARIO, CANADA
(416) 226-5728

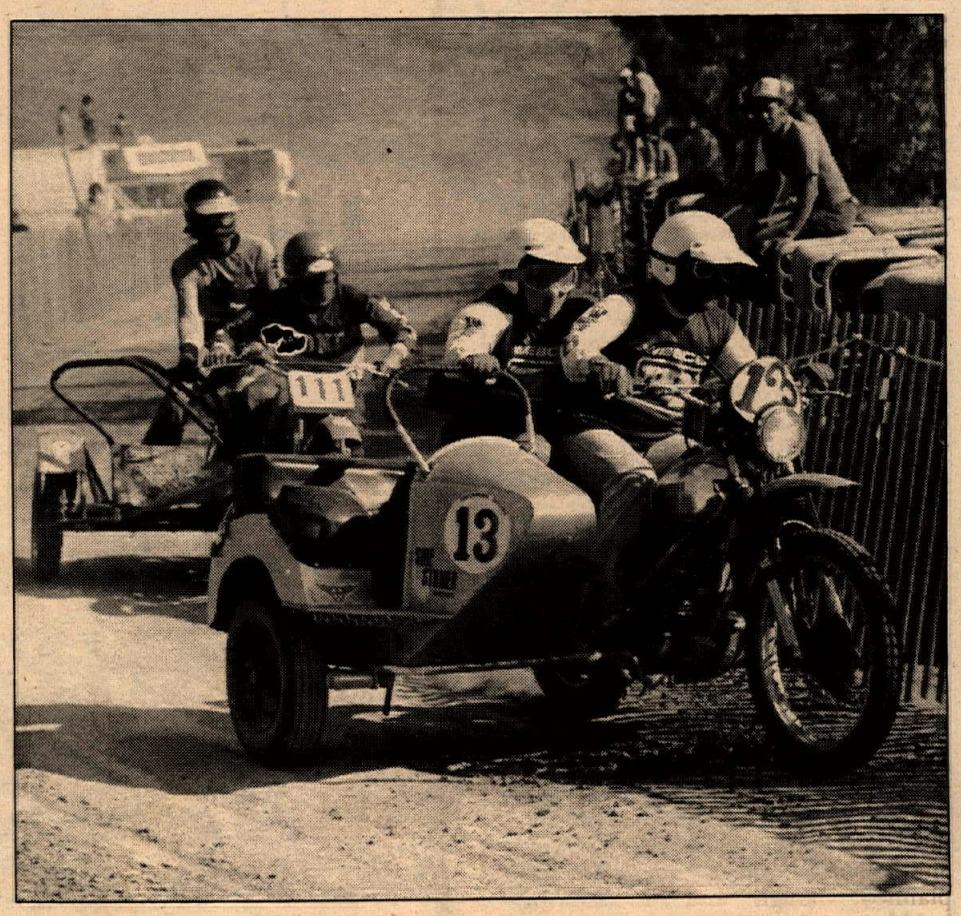
YOSHIMURA EAST
W. MILFORD, NJ
(201) 728-1770

DISTRIBUTORS ALSO SERVICING: Australia/ Japan/ South Africa/ Denmark/ West Germany/ Belgium/ France/ Switzerland/ Italy/ England

SPECIAL THANKS TO: SUZUKI · PERFORMANCE ND SPARK PLUGS · BEL-RAY · KAL-GARD · KAYABA KYB

Husqvarna's Goat Breker passed Kawasaki-mounted Lenny Giger to win the Semi-Pro race.

(Above) The infamous Dirt Diggers mudhole made a special guest appearance. (Below) A pair of sidehackers head for the finish line.



Breker "Goats for it" at 21st Dirt Diggers GP

By Mark Kariya

TRABUCO CANYON, CA, 1-2

Though nearly claimed by the infamous mudhole a couple times, Husky-mounted Goat Breker survived and passed early leader Lenny Giger to win the $1200 Semi-Pro race in the 21st annual Dirt Diggers Grand Prix held at Racing World.

The mudhole had been just another mudhole on Saturday so DDMC members decided to make amends for that with liberal and repeated applications of lake water one race prior to the Pro event.

They succeeded in creating a bike-eating pit that sucked practically every rider into it at least once, much to the crowd's enjoyment.

It proved to be too much of a monster, though, and after the Old-Timers and Pros, the course was changed to avoid it.

In fact, the start of the Pro race was delayed while DDMC workers helped pull the remaining Old Timers out of their muddy shackles and attempted, in vain, to dry the bog at least a little.

When the green flag finally dropped, Giger opened up his Kawasaki and cooked. As they came around for their first shot at the mudhole, he blasted through with no apparent let-up in his rhythm.

The hole went to work after that, though, slowing down KTM-mounted Danny Sanchez, Breker and many more. Rodney Brand, who was one of the fastest in practice, went from fifth to near the tail-end of the pack when his Kawasaki dropped into a hole, and the aggravated Brand was forced to wait for help to pull it out.

Meanwhile, Giger waited for no one and started to stretch his lead. Danny Jean, on a Suzuki, and Yamaha rider Bruce Ogilvie played tag until lap three when Ogilvie chose a different line through the mud and shot in front of Jean.

By lap four, Giger came through with a big lead followed by Ogilvie, Mike "Sizzlin' Six" Sixbery's Yamaha and Breker who was flying everywhere but in the mud.

Ogilvie lost second, however, when he clipped the fence next to the mudhole and got stuck. He eventually restarted and finished sixth, ahead of Brand who rode like a wild man while catching up to seventh.

Breker followed Sixbery around for a lap after that before blasting past and trying to run down Giger.

It helped when Giger floundered momentarily in the mud. When he dropped out later due to a reported flat tire, Breker kept it wicked on all the way to the checkered.

Climbing almost unnoticed into second at the end was Eric McKenna (Bul) trailed by Sixbery, Marty Miller (Suz) and Rod Richardson (Yam).

The four-stroke class proved to be another good race. Rick Munyon (Hon) led the first lap followed by a number of Yamahas, Hondas, Kawasakis and even some BSA Gold Stars, Triumph twins and a Harley Sprint.

Bill Tarling (Hon) took over on the next circuit and began to pull slightly away from Munyon, Bob Brooks (Yam) and Jim O'Neal (Hon) by lap three.

Munyon reeled Tarling back in, though, and by lap five was ready to grind his rear fender away.

He slipped by in the section near the lake to take the lead, but lost it again on the back part of the course. Coming in for lap seven, he was riding very slowly with a nearly destroyed rear wheel as Tarling cruised the rest of the way for the win.

O'Neal put the move on Brooks during the last lap for second while John Barnes rode a tremendous race on his Rickman-framed Triumph twin to earn fourth overall and first Amateur.

In Saturday's 250cc Amateur and Expert race, Sanchez led the first couple of laps until his KTM began giving him problems. Scott Smith (Suz), Mark Nation (Mai) and O'Neal (C-A) took the opportunity to close the gap Sanchez had on them.

Sanchez' woes dropped him farther back the next lap as Smith took the lead.

Dan Ashcraft (Hus) moved up to fourth at that point.

By lap six, Smith and Nation started to pull a bit on the rest of the group, Nation keeping pace despite a front brake cable that broke on the first lap.

As they made the final dash to the checkered a few laps later, Nation, Smith and Ashcraft went for it. Nation held off Smith who tried a desperation pass in the final yards of the race. Smith's pass didn't work out as planned, though, and his resulting bobble let Ashcraft in for second.

O'Neal rode steadily up to fourth as Ogilvie did for fifth, playing catch up after a first turn incident left him almost at a standstill. ●

Results

80cc MINI: 1. Kurt Hendricksen (Yam); 2. Art Shoji (Suz); 3. Jody Richison (Hon).

VETS: 1. Ron Gibson (Suz); 2. Jim O'Neal (C-A); 3. Tom White (Yam).

WOMEN: 1. Carey Steinder (Yam); 2. Dede Cates (Suz); 3. Trudy Beck (Hus).

175cc: 1. Bill Holmes (Hus); 2. Gary Conner (Suz); 3. Art Shoji (Yam).

175cc AM/EX: 1. Steve Wideman (Hus); 2. Danny Sanchez (Yam); 3. Kevin Hopkins (Yam).

175 NOV/BEG: 1. John Langhammer (Yam); 2. Bill Holmes (Hus); 3. Nick Larson (Kaw).

250cc AM/EX: 1. Mark Nation (Mai); 2. Dan Ashcraft (Hus); 3. Scott Smith (Suz).

250cc NOV/BEG: 1. Bill Hair, Jr. (Yam); 2. John Ferro (Hon); 3. Mike Ferro (Hon).

OPEN: 1. Brad McLeod (Hus); 2. Andy Bolander (Yam); 3. Jim Wilson (Tri).

SENIORS: 1. Jim O'Neal (C-A); 2. Nate Sciacqua (Kaw); 3. James McGraw (Yam).

OPEN AM/EX: 1. Danny Sanchez (KTM); 2. Thad Friday (Yam); 3. Eric McCracken (Hus).

SEMI-PRO: 1. Goat Breker (Hus); 2. Eric McKenna (Bul); 3. Mike Sixbery (Yam).

OPEN NOV/BEG: 1. Bill Wall (Yam); 2. Wayne Beebe (Suz); 3. John Padilla (Suz).

FOUR-STROKE: 1. Bill Tarling (Hon); 2. Jim O'Neal (Hon); 3. Bob Brooks (Yam).

SIDE HACKS: 1. Whitney (Yam); 2. Pahlfreyman (Nor); 3. Mellillo (Hon).

PIONEER: 1. Mike Haney (Ves); 2. Blackie Lewis (Yam); 3. Larry Earhart (Yam).

1979 500cc Grand Prix Motocross

Grand Champion

Graham Noyce

Honda on Dunlop

1979 500cc AMA National Motocross - St. Petersburg, FL

1st 10 Finishers

including 1st Mike Bell

Yamaha on Dunlop

1979 125cc AMA National Motocross

National Champion

Broc Glover

Yamaha on Dunlop

In the 1978 125cc, 250cc, and 500cc Nationals, the CMC Golden State Series, Trans A.M.A. and U.S. Grand Prix events, Dunlop Motocross Tires powered more motorcycles to the winner's circle than all other tires combined.

And Dunlop's winning again in 1979. Check the Dunlop K190, K88 and K88HT: three championship knobbies . . . each engineered with a tread design and compound to conquer specific types of terrain. One of them is your key to winning.

DUNLOP

Dunlop Tire and Rubber Corporation,
P.O. Box 1109, Buffalo, New York 14240

More cycles ride on Dunlop than any other tire in the world.

DID YOU EVER WONDER WHY PEOPLE IN THE EAST SAY:

"We Don't Care How The HELL They Do It In CALIFORNIA!"

HERE'S THE ANSWER!

( ) Sm. ( ) Med. ( ) Lg. ( ) XL. Indicate the number of shirts you need in the parentheses by the proper size. @$6.95 each. California residents add 6% sales tax.

Name .....

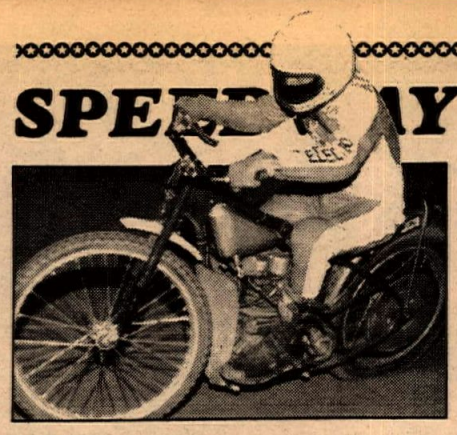
Address .....

City ..... State ..... Zip .....

Cycle News Products, P.O. Box 498, Long Beach, CA 90801

Now available at your Cycle News Dealer Dealers inquiries invited

SPEEDWAY WEEK



Larry Kosta at Costa Mesa.

Sandonna and Larson win "no-show" night in Ventura

By Bill R. Locey

VENTURA, CA, AUGUST 28

Ventura Speedway was filled to capacity Tuesday night — but half the fans came disguised as empty seats. The disappearing act also affected the program as several riders failed to show up; among them track regulars Dave DeTemple, Criag Schaeffer, and program cover boy Gene Wood. New promoter Jim Naylor, facing the difficult task of taking over the track in mid season, was visibly disappointed by the 16 no-shows. But the program, though lacking many of the favorites, was not lacking in exciting, sideways action.

John Sandonna, certainly among the top five best dressed speedway riders (being something of a mini-psychedelic experience in his orange leathers with yellow and black checkered sleeves), made his ninth local appearance pay off as he rode to victory in the Scratch Final. This was his second victory on the local 1/6 mile oval in the last three weeks.

After mechanical problems forced a scratch in the Handicap Semi, Sandonna held off Lou Lindwall to win his first Scratch heat two races later. Although placing second to Brad Oxley in the Scratch Semi, the final was all Sandonna as he took the lead on turn two and never looked back, besting Oxley, Danny McNeill, and Lindwall.

Oxley was particularly solid all evening, finishing second in both main events.

Keith "The Snake" Larson, looking better every week, was the story in the Handicap portion of the program, scoring his initial First Division victory. Riding for the eighth time locally, Larson had begun the season in Ventura from the ten yard line in Second Division, winning the Main twice. Starting from the ten in First Division this week, "The Snake" was never seriously challenged and he rode to victory in all of his Handicap rides.

Denny Pyeatt continues to impress. After crashing in his first Handicap ride, Pyeatt not only did not give up, but remounted and passed enough bodies for a third place finish and the transfer.

In another Handicap heat race. Sandonna clearly elbowed over Bob Waller. Apparently a case of no-harm-no-foul in the eyes of the referee, Waller was not surprisingly out-voted 3-1 by the qualifying riders as to rerunning the race.

In the finale, five riders essentially negated one another in the futile pursuit of Larson as the second place spot changed leaders repeatedly.

Since only eight riders showed up, Second Division racers got the rare chance to go scratch racing. Bobby "Crash Wall" Hill, who took out two sections of the wall a few weeks back and earned his nickname, also earned some money Tuesday night as he won the Second Division Main. The only Ventura native currently on the circuit, Hill not only won, he survived. Behind him, hard riding Gary McDonald crashed, then remounted to take second; Marty Spellman crashed and was awarded third, mechanical problems sidelined the exciting Dave Smith

A full turnout is anticipated for the Ventura Track Championship next Tuesday evening. Racing begins at 8:00 p.m.

Moran reinstated at San Berdoo

By Dennis Greene

SAN BERNARDINO, AUGUST, 29

Just before the races got underway a special riders meeting was held to announce that Shawn Moran had been reinstated; that there had been no power-producing additive in his fuel as previously charged. This same information was passed on to the race fans by announcer Bruce Flanders and after a long round of applause the show got underway.

It's great that the speedway control board had the backbone to admit they made a mistake, but they should have done their homework before pointing the finger of guilt. By not letting Moran ride the last night of qualifying, he could have found himself sitting in the grandstands on the night of the U.S. National. Only his superb riding talent gave him enough points to hold onto tenth spot, even without riding that last night of qualifying. Shawn Moran has been signed to ride overseas next season and it is not beyond reason that he could take the U.S. title with him.

As it turned out, Shawn only got a couple of laps in before a hard carsh sent him to the hospital with lower back pain and a light concussion. But he will be back in time to race before the title shot in October.

Jim Fishback had a rough night of it also. So much so, in fact, that when he was asked about his upcoming trip as a team member in the ISDT, he replied, in answer to the question, "When do you leave for Germany?", "This weekend, if I survive." Fishback did not qualify for the National; he missed the first qualifier in Sacramento due to injuries, then scored low and got knocked off a couple of times.

Gene Woods and Alan Christian continue to take their fair share of main events. Woods took the Scratch Main just ahead of Christian; Alan had already won the Handicap Main.

On Wednesday night, September 12, with the running of running of the California State Championship, San Bernardino puts the wraps on their 1979 season.

orchestrated performance, rode a 250cc dirt bike seemingly without effort or drama through a row of knives and a wall of flames. A member of the speedway entourage was heard to wisecrack that he'd ride through a wall of flames nude for only a hundred. Well, maybe next year . . .

As for next week, it's back to Ascot for the season finale on the big quarter mile. Racing begins at 8:00 p.m.; and the hot dogs aren't half bad, either . . .

Cook and Oxley wallow to victory

By Bill R. Locey

LANCASTER, CA, AUGUST 30

What started out as light comedy in heavy mud ended up with some dynamite speedway racing as the regular Thursday night Ascot program moved to the 1/8 mile oval at the Antelope Valley Fairgrounds. On a night dry cleaners dream about, the track was initially so mucky that the number of riders making the traditional prerace check of the traction was severely curtailed. The crash wall consisted of hay bales strategically placed a few feet apart around a track which had survived the midgets and a demolition derby the night before.

While the capacity crowd suffered from venomous hotdogs, J.C. Agajanian suffered visibly from promoter's nightmare — 15 no-shows on the program. Mike Bast, who had ridden Wednesday night in Oklahoma, confirmed his absence from somewhere in Kansas. Ascot favorite Frank Adamo failed to materialize, and Shawn Moran, his energy crisis resolved favorably, was recovering from a nasty crash at San Berdoo the night before.

None of this however, dimmed the good time atmosphere of the fair-goers and speedway fans. A number of thrifty fans, saving the price of admission lined the chain link fence near the pits, sharing their perfect view of half the track with a number of curious sheep. Bruce Flanders, the Vin Scully of speedway announcers, was in fine, irreverent form.

After five crashes, several close calls, and riders spinning out regularly in the first four Handicap heats, it was clear that simply staying up was a major accomplishment. Suddenly, in the fourth heat, Brad Oxley found a line, and won his heat by half a lap. Oxley's quick adaption to track conditions netted him the win in the Handicap Concy and later the Main, in similarly convincing style.

By intermission time, the track had gotten faster, but not fast enough. Without the proper grading equipment available to bring the track around, the riders were encouraged to take practice laps in order to blow off the excess mud. With as many as nine riders on the track at once, blasting showers of mud in every direction, it wasn't long before the track was in decent shape. The grading process was much more entertaining than the boring tractors we're so accustomed to seeing.

The second half of the program was, in a word — fast. John Cook, Denny Pyeatt, Danny McNeill, Lou Lindwall, Brad Oxley, Shawn McConnell and Dave DeTemple all looked strong in the opening Scratch heats.

Shawn McConnell apparently finished second in his heat after passing and being passed several times by Phil Gagnon, only to be disqualified for "dangerous riding." On the final lap, McConnell bumped Gagnon who immediately threw a chain amid a shower of sparks. It seemed to be no more than your basic wheel-to-wheel, elbow-to-elbow speedway racing with no malicous intent on McConnell's part, who even commiserated over Gagnon's bad fortune in the pits after the race.

BELL
SPORTS!

The racing had gotten so fast by the Scratch Final, that it was a shame to see the racing end. John Cook took the last race, holding off the furious charges of young Dave DeTemple.

Jeff Tomlin held off Tom Burmeister, and JAP-mounted Keith Remsgar for the Second Division win.

The exhibition of motorcycle stuntman Johnny Dallas, which followed the speedway program, was curiously mundane by contrast. Dallas, earning $1000 in a carefully

Kosta pulls off first Scratch win at Costa Mesa

By Dennis Greene

COSTA MESA, AUGUST, 31

With just two weeks left in the regular speedway season, Larry Kosta picked up his first Scratch Main Event win at Costa Mesa. Better late than never. Larry is a fine rider who's had a long run of bad luck all season. His luck started to turn for the better two weeks ago, just in time for the qualifying rounds. Wearing his new Vera Leathers, some people think he's the new guy in town, but not so. Larry is a veteran of the sport although he missed part of last season with a back injury. He's the guy who rides a motorcycle that was built by a high school class in San Diego, from the ground up. The teacher of that class is Larry's mechanic and sponsor. Kosta held off the challenge of Alan Christian for all four laps; Christian took second followed by Brad Oxley and Dave DeTemple.

Starting on the 50-yard line in the Handicap Main Event, Alan Christian got by the other five riders to pick up the win. Christian has won either the Scratch or Handicap Main Event at Costa Mesa all season long; he's picked up the Scratch Main eight times and the Handicap three times. In fact, on two different nights he won the whole ball of wax: He broke a four-year old dry spell in speedway when he won every race he was in all night long, including both Mains. All this at Costa Mesa, where the National Championship will be run.

Dave Miller put on an impressive show and held onto second place money. This is his first season of speedway after making a big name for himself in motocross.

Denny Pyeatt, from northern California, stayed over from the qualifier last week to get a better feel for the upcoming National track and made some money for himself. He took third in the Handicap Main Friday night, finished the same at the fair in Antelope Valley and got into both mains on Wednesday night, taking third in the Scratch and fifth in the Handicap.

"The White Knight," Kevin Weeda, won the Division Two Handicap Main Event and that should give his sponsors at Fantasy Records something to sing about.

Dennis Bransford again won the Division Three Main and finished up flat on his back again. He can go like hell, but he still hasn't figured out how to stop. ●

Results

SAN BERNARDINO, 8/29/79
SCRATCH MAIN: 1. Gene Woods; 2. Alan Christian; 3. Denny Pyeatt; 4. Dave Sims.
HANDICAP MAIN: 1. Alan Christian; 2. Louis Lindwall; 3. Dave Miller; 4. Sterling Cogar; 5. Denny Pyeatt; 6. Larry Kosta.
DIV TWO: 1. Keith Chrisco.
DIV THREE: 1. David Rose.

ANTELOPE VALLEY FAIR, 8/30/79
SCRATCH MAIN: 1. John Cook; 2. Dave DeTemple; 3. Louis Lindwall; 4. Dan McNeill.
HANDICAP MAIN: 1. Brad Oxley; 2. Dan McNeill; 3. Denny Pyeatt; 4. John Cook; 5. Keith Larsen; 6. John Fallon.
DIV TWO: 1. Jeff Tomlin.

COSTA MESA, 8/31/79
SCRATCH MAIN: 1. Larry Kosta; 2. Alan Christian; 3. Brad Oxley; 4. Dave DeTemple.
HANDICAP MAIN: 1. Alan Christian; 2. Dave Miller; 3. Denny Pyeatt; 4. Dave DeTemple; 5. Tom Burba; 6. Joe Donaldson.
DIV TWO: 1. Kevin Weeda.
DIV THREE: 1. Dennis Bransford.

Below is a graph that shows just how each rider moved up or down in points in the five nights of qualifying. They are listed in numerical order and the finishing order is in the last column to the right.

NO.	NAME	Sacramento	Ventura	Total		San Bernardino	Total	Place	Ascot	Total	Place	Costa Mesa	Total	Place
1	MIKE BAST		S	E A T	E D	I N								
1N	MIKE FARIA	250	625	875	4	150	1,025	7	250	1,275	9	225	1,500	8
3	GENE WOODS	250	675	925	3	675	1,600	1	0	1,600	3	250	1,850	5
4	DAVE SIMS	450	400	850	5	625	1,475	2	0	1,475	5	150	1,625	6
4N	DENNIS ROBINSON	150	100	250	22	100	350	24	125	475	27	125	600	26
5N	DUANE YARROW	575	575	1,100	2	350	1,450	3	200	1,650	2	525	2,175	1
6N	DENNY PYEATT	200	200	400	14	200	600	14	575	1,175	10	125	1,300	11
13	LARRY KOSTA	300	125	425	13	450	875	8	100	975	12	225	1,200	13
16	LOUIS LINDWALL	0	100	100	32	125	225	30	150	375	32	150	525	28
18	STEVE NUTTER	0	150	150	28	150	300	26	225	525	24	400	925	19
21N	CHARLIE MORSE	125	350	475	11	225	700	12	200	900	13	125	1,025	17
24	LENI FAAS	0	125	125	29	125	250	29	525	775	17	350	1,125	15
25	MIKE MUNTEAN	100	250	350	16	100	450	18	100	550	22	150	700	24
28	ALAN CHRISTIAN	675	450	1,125	1	250	1,375	4	100	1,475	4	675	2,150	2
29	CRAIG SCHAEFER	125	100	225	23	150	375	23	125	500	26	250	750	21
35	TONY BRIGGS	225	150	375	15	400	775	10	675	1,450	6	575	2,025	3
36N	TOM FERRIS	350	100	450	12	125	575	15	300	875	14	150	1.025	18
40	FRANK ADAMO	0	225	525	9	0	525	16	0	525	25	0	525	30
46N	PAUL ORLANDI	175	100	225	24	100	325	25	350	675	18	0	675	25
52N	EDDIE INGOLS	0	300	275	20	175	450	19	150	600	21	125	725	23
93N	GLEN HUTCHINSON	100	100	300	19	100	400	21	0	400	30	100	500	32
94N	JOHN COOK	625	225	200	27	100	300	27	125	425	29	0	425	33
101	DAVE DeTEMPLE	100	125	850	6	250	1,100	6	250	1,350	8	100	1,450	9
139	SHAWN MORAN	150	150	225	25	175	400	20	225	625	19	175	850	20
145	BRAD OXLEY	225	250	300	18	525	825	9	625	1,450	7	0	1,450	10
155	MARK MARRIOTT	400	200	475	10	200	675	13	125	800	16	450	1,250	12
161	DAN McNEIL	150	525	600	8	125	725	11	100	825	15	300	1,125	14
221	PHIL GAGNON	0	100	725	7	575	1,300	5	400	1,700	1	200	1,900	4
222	JOHN SANDONA	175	150	100	33	150	250	28	150	400	31	200	600	28
228	JOE MEYLOR	100	175	325	17	225	550	15	450	1,000	11	625	1,625	7
275	JIM FISHBACK	0	125	275	21	100	375	22	175	550	23	100	650	26
352	KURT STROMMER	125	100	125	30	100	225	31	0	225	33	0	225	34
292	MIKE PEDDICORD	0)	175	225	26	300	525	17	100	625	20	100	725	22

PCS TIPS

PAUL SMITH
OPERATIONS MANAGER

The Motorcycle Market Place

Some interesting facts that very few people know about but which are readily available from the Department of Motor Vehicles include the market share of each motorcycle manufacturer in the United States market place. The national percentage are as follows:

	Total cycle sales thru April 1978	Total cycle sales thru April 1979
Honda	33.1%	35.53%
Yamaha	28.4%	24.06%
Suzuki	13.05%	15.66%
Kawasaki	15.24%	13.74%
Harley-Davidson	6.67%	7.57%
Triumph	0.74%	0.90%
BMW	0.56%	0.81%

The first interesting statistic from this information is that the first four major manufacturers are all of Japanese origin and account for almost 90 percent of the market. Harley-Davidson, an American breed, has 7½ percent, leaving less than 2½ percent for all other brands.

Let's talk about the market place with regard to the national sales and individual state sales. The total number of units sold thru April 1979, and not counting used motorcycles, was 224,885 units compared to 255,468 for the same time period in 1978. So sales have slowed down by about 4 percent. If you multiply the above numbers by 3, that will give you a rough estimate of the total number of cycles sold in that year. For 1979, that estimate is roughly 675,000 motorcycles. At one period in our industry's history we were at a million sales per year. Reasons for the decline in sales are many; probably one of the biggest was loss of off road riding areas. The breakdown by some of the states looks like this:

	Total Cycle Sales thru April 1978	Total Cycle Sales thru April 1979
California	19.23%	10.56%
Texas	7.06%	9.39%
New York	4.91%	5.93%
Michigan	3.40%	5.40%
Pennsylvania	4.54%	5.13%
Ohio	4.57%	4.78%
Washington	3.78%	4.30%

(Florida is at 2.17%; surprised?)

A little more multiplication will reveal California's approximate sales as of April 1979 — 23,747 and approximately 71,243 for the year.

Now for the commercial; we here at PCS offer for sale 52.9 percent of the market with our Honda, Suzuki, Triumph and BMW lines. The city of Lomita, in which we are located (counting our competition — who we also think are pretty good dealers) accounts for 98.7 percent of market. So, we think the Palos Verdes peninsula area is a pretty good place to shop for motorcycles.

OVERSTOCKED

SAVE PLENTY $$$!
1979 HONDA XR500
"The Bike you need for the life you lead"
GET YOURS NOW!
1820 W. PCH, LOMITA, CA
(213) 326-3810
PACIFIC COAST SPORTCYCLES

Desert Hotline

Husky rider Dennis Stevens goes for it.

(Above) ATC riders have their endurance tested. (Below) CRC had pretty ladies at the start (Jolee Jensen) and the finish (Cam Andrews).

Malocco masters CRC one-day trial

By Terry Rezek

RED MOUNTAIN, CA, AUG. 26

One hot and dusty day in the Mojave Desert, a gaggle of otherwise reasonably sane people gathered together to contest with the land, the heat and each other on mechanized versions of the horse. This proved to be so much fun, they began doing it every seven days as a ritual. After some time, the more rigid among these people added a new element to the ritual, the clock, and a new belief was formed; "it's not how fast you go, it's whether you get there at the exact time that matters." Well, you know that a bunch of rowdy, undisciplined desert rats wouldn't let something like that go unchallenged. Enter the "One-Day Trials!"

Based on a combination of desert racing and enduro-style events, the California Racing Club took some rider suggestions, added a few imaginative touches of their own and came up with an event that was confusing for some and exciting for all. The idea seemed simple enough. Take three loops of approximately the same length but of greatly varying difficulty, add specified speed averages, spice with special tests and everyone should enjoy. Of course, there were a few interesting modifiers. For example, as the speed went up, the course got tougher; and although you were not penalized for being early, you were for being late; and every second you took on the special tests was added to your score; and you had to carry a score card and get it properly scored; and — there was a lot of thinking to do, not just racing. More than some could handle, apparently. The bottom line, however, was a race within a race. Go as fast as you could to get ahead of time and, when you get to the special tests, go faster!

The fun began even before the race started. Following the reliability trails analogy, CRC mandated a one-hour impound for all machines. This was to insure a "cold-engine" start. After 10 a.m., the August sun made sure the riders were hot even if the engines weren't. Even here, some people found a way to bend the rules in their favor. One well-known rider was observed slowly kicking his engine over for quite a long time before his start number came up, "just to keep it primed." For those who played it straight, the penalty time to start and ride $\frac{1}{10}$ mile was one minute, a chancy affair with an overly tuned race bike. One of CRC's best racers, Kenny Upp, got hit by the balky bike blues and started the race one minute and 50 penalty points behind. In his push to catch up, he went down only a mile off the start, the first of a series of catch-up crack-ups. By the time he was through counting stars, he found himself racing with his buddy, Ken Heil, who had started two minutes later. Push though he might, he was never able to make back the time and, being one of the few to get penalty points, was out of serious contention.

Watching this race was like watching a political convention, I was never sure who was doing what to whom and the winner came as an expected surprise — two days later. It was impossible to get an accurate idea of who was even in contention at the race itself. For one thing, the riders were started two per minute, which stretched the start over more than two hours. The nature of the event added four and a half hours to that, if you didn't lose any time. Just to give you an idea of what the scorers were up against; Ed Segler, who started on number one with Roger Heath of Arizona, rode hard and came in second at the finish. As of Tuesday's preliminary scoring, he was not in the top 10! That same early scoring points to Morgan Malocco as the overall winner with an on-time ride, no penalty points and a total of 1803 seconds (points) on the special tests. Since all the Experts started first, this is probably official, but don't count your trophies until the official results are in your own blistered hands.

This was designed to be a tough event. The time schedules were high enough to keep the less skilled riders well stressed and the latter portions of the course were rough enough to test the abilities (and the patience) of the better riders. There were a few complaints about the roughness of the course, even from some with winning scores. This was a new event and some bugs were found and should be eliminated before the next time. The first loop, which was designed to be very easy and fun from a desert biker's point of view, proved to be extremely hard on the ATCs and Odysseys which ran on that loop. Those that finished at all were stretched out over an enormous span and most had horror stories of incredible diversity. I mean, how many ways can you say you got a flat tire? Greasewood branches and sagebrush love to munch on thin-walled balloon tires. The perseverance award goes to #8 ATC, who got his assigned flat, hitchhiked on a passing bike back to the pits, picked up a spare, hitched a ride back to his machine, changed the tire and finished the race — hours late but finished! CRC tells me that the ATCs and Oddysseys will be included in more desert events in the future but they will be on separate courses, hopefully with few tire eaters.

The next CRC desert race will be in Barstow, Sept. 9. *Note:* This is a change from earlier schedules. Be sure to check this issue's ads and Calendar listing for details. ●

Results

OPEN EX: 1. Morgan Malocco (Yam) 1803; 2. Wayne Martin (Hus) 1825; 3. Bruce Jones (Yam) 1879; 4. Bill Saltzman (Hus) 1889; 5. Mike Mulconery (Hus) 1921.

250 EX: 1. Rick Munyon (Hon) 1861; 2. Mike Godfrey (Mai) 1953; 3. Ken Taylor (Suz) 1969.

200 EX: 1. Scott Atchison (Yam) 1931; 2. Donnie Morrison (Yam) 2417.

OPEN AM: 1. Tracy Walters (Kaw) 1933; 2. Dan Smith (Yam) 2081.

250 AM: 1. Lonnie Stephan, Jr. (Yam) 2019; 2. Mike Ryan (Yam) 2461.

JR/SR OPEN EX: 1. Bill Harris.

NOTE: Desert Amateur and enduro "A" riders were scored together.

Fast Facts

Shawn Moran

Speedway rider

Name/nickname: **Shawn "T" Moran/ Miracle Worker.**

Date/place of birth: **Nov. 19, 1961/ Lakewood, CA**

Height/weight: **5'6"/115 lbs.**

Girlfriend's name: **Mary, Soo, Pam and, most recent, Maureen.**

Current residence: **Huntington Beach, CA.**

Occupation: **Racing speedway.**

Hobbies/relaxation: **Surfing, skateboarding, exercising and martial arts.**

Van/car: **Custom VW and a van, soon, hopefully.**

Favorite food/drink: **Good health food/ fresh fruit smoothies.**

First interest in bikes: **1969.**

First race: **Motocross at the old minibike track at Saddleback.**

Outcome of that race: **Trying to get rid of the butterflies.**

Most recent win: **San Bernardino Scratch Main (first one).**

Sizes and makes of current racing bikes: **500cc Jawa two-valve and four-valve and Weslake.**

Sponsors: **Danny Collins of Collins Automotive, Vera's Leathers.**

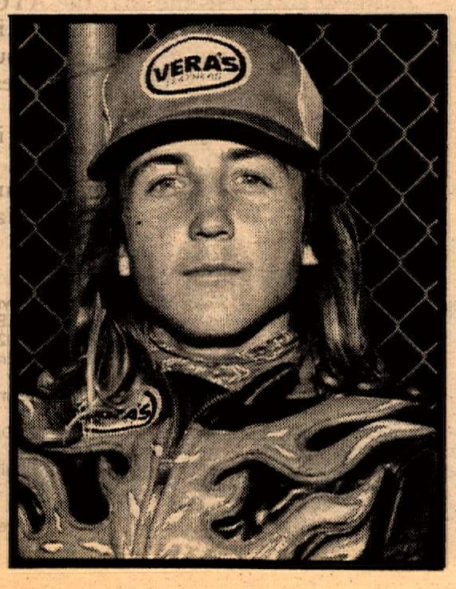
Tuner: **George Wenn, Danny Collins and Ken Mack.**

Biggest gripe about racing: **Not big enough (440 yd.) tracks.**

Most respected rivals: **All the riders.**

Future racing ambitions: **Becoming a World Champion in England or a Long Track Champion.**

Reasons for racing: **Enjoy racing and because I've been doing it for so long. And OK money.**



Green meanie wear.

From Bell helmets, Scott goggles and Griffs MX pants to lime-green tube socks and boots—your Kawasaki dealer can green up your act.

Kawasaki

Don't let the good times pass you by.

Be cool this summer with Cycle News

JOGGERS

(Red and White)

Mail to:
C.N. Products
P.O. Box 498
Long Bch., CA 90801

FREE
1 each large & small Cycle News stickie with order

master charge · BANKAMERICARD · VISA

Now Available at your Cycle News Dealer
Dealers inquiries invited

Name _____

Address _____

City _____ State _____ Zip _____

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

Please send me _____ pair(s) of joggers at $5.95 each

Circle correct size: XS S M L XL

Card expires _____

Signature _____

Calif. residents add 6% sales tax.

Please fill in your complete account number and expiration date.

TERRYCABLE

The Teflon Super Smooth Cable

- *Complete line for racing bikes
- *Requires no oiling
- *Smoothest pulling cable
- *Flexible throttle wire gives long life
- *Heavy duty housing, resists stretch and abuse

Write for Free literature

Terrycable
PO Box 1321, Hesperia, CA 92345
(714)247-2646
Out of state call toll free (800)854-4691

RM PARTS WAREHOUSE

HI-PERFORMANCE MACHINE SHOP

MAC

- RM PARTS: Genuine SUZUKI factory proven parts in stock, pistons, rings, nuts, bolts any RM part you need.
- FACTORY PORTING: (RM's only) To factory proven spec's.
- CYLINDER BORING Set up like the PRO's.
- CRANK REBUILDING We do it right.

Sudden Service - UPS or Federal Express to You!

Use the facilities the "Factory Teams" turn to while in the Midwest! Midwest Action Cycle offers you the finest available Machine Services!

SUZUKI

MIDWEST ACTION CYCLE
Rt. 12 • BOX 163 • LAKE ZURICH, IL 60047 • 312/438-6300

Saddleback Suzuki
South Orange County's Only Suzuki Dealer
Open 7 days a week
23034 Lake Forest Dr.,
Laguna Hills, CA 92653
714-770-6701

Sammy Tanner Distributing
LUBRI-TECH
213 924-2111

GO FOR IT
WFD
P.O. Box 6115
Huntington Beach
CA 92646
714/964-1192

Crowning

Suzuki's LaPorte Clinches 500cc National Championship.

Danny did it! That's right, Suzuki's own Danny LaPorte now wears the 500cc National Championship crown.

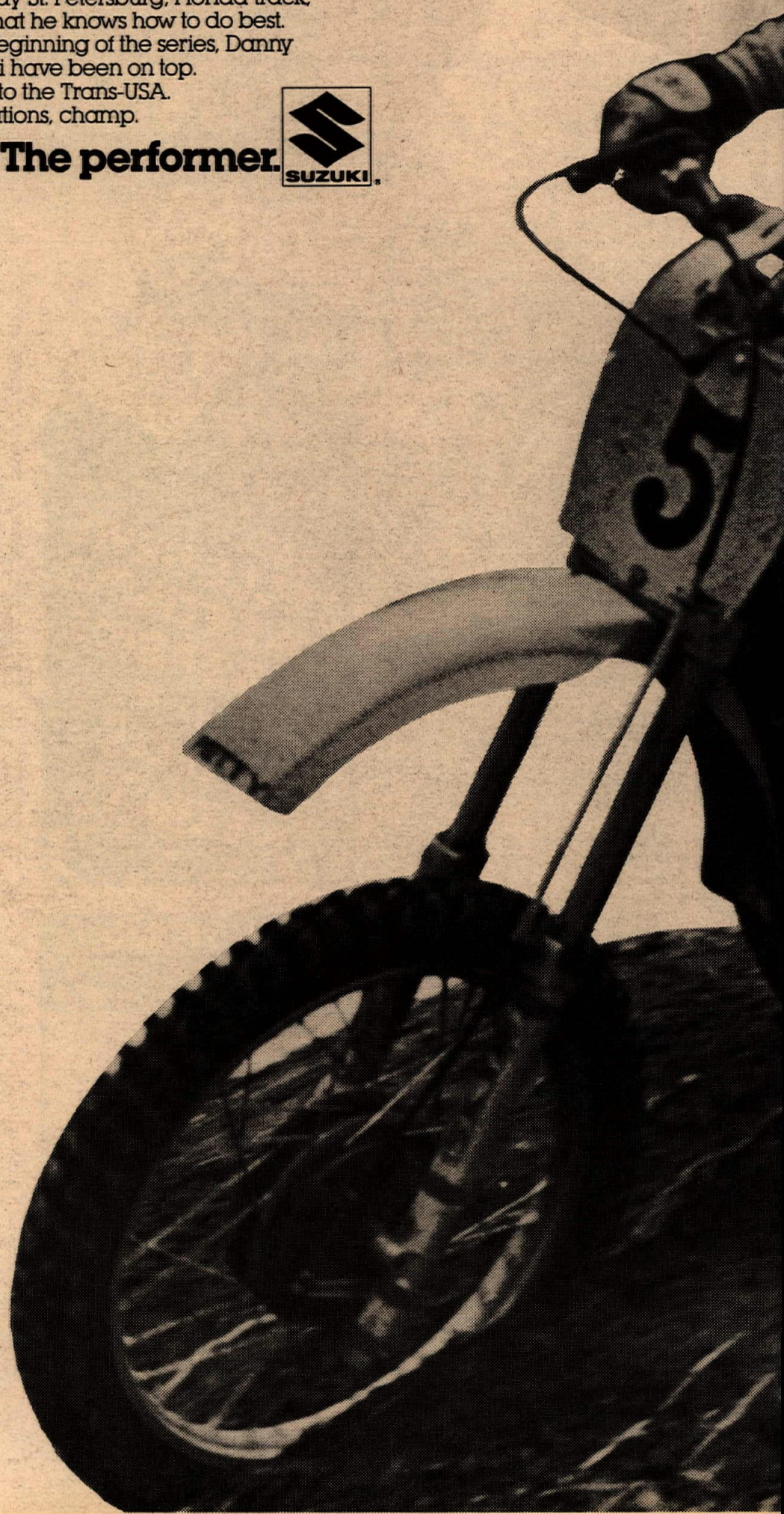
On the sandy St. Petersburg, Florida track, Danny did what he knows how to do best.

From the beginning of the series, Danny and his Suzuki have been on top.

Now it's on to the Trans-USA.

Congratulations, champ.

Suzuki. The performer. SUZUKI®



Glory.

Western hotline

Mark Lawrence under heavy pressure from Warren Reid at Saddleback.

Tony Wanket earned top 250cc Pro honors at Yamaha's Labor Day Classic.

Perfect rides for Chandler, Reid and Brown at CMC Saddleback

By Mike Klinger

ORANGE, CA, SEPT. 3

The second day of the CMC/Yamaha Labor Day Classic at Saddleback Park was just as expected; outstanding! Monday's racing was for a $3000 Pro purse and DG gift certificates for Sportsmen.

In moto one of the Open Pros, Ed Arnet (Mai) grabbed the holeshot closely followed by Clark Jones (Yam), Donnie Hansen (C-A) and Danny "Magoo" Chandler. For the first four laps, the top four riders were no farther apart than one bike's length, but with Arnet under pressure from Jones, the Maico rider spun out and Jones was the new leader. Now the real racing started. Hansen and Chandler were neck-to-neck until Chandler simply banzaied his way into second place. Arnet was now fourth, and being pressured by Eric McKenna (Mai). On lap 11, Chandler moved to within two seconds of Jones who was lapping slower riders. In traffic, Jones got boxed in while Chandler squirmed into the lead and traveled on for the win. Jones finished second with Hansen third ahead of Arnet and McKenna.

Arnet again put the power to the ground and held the early lead in moto two, but he bailed off before the completion of lap one and Hansen took command. Running second was Husky mounted Alan Smith with Chuck Pettigrew (Mai) following. Chandler and Steve Rhyan (Mai) made up the top five. Chandler, maneuvering his way around Pettigrew and Smith into second place, made a run for the money. As Magoo gained on Hansen, the Can-Am rider pulled off the track with a broken chain and Magoo took the lead. Rhyan got past Smith with McKenna fourth.

Overall points went to Chandler with 1-1 motos, second to Jones 2-6, then McKenna 5-4, Rhyan and Bob Marino (Yam).

Mark Lawrence (Yam) of LOP led half of the first 250cc Pro moto. Honda's Warren Reid was second off the line and Lenny Giger (Kaw), from Las Vegas, was third. As the moto progressed, Lawrence and Reid pulled ahead of Giger slightly while Hansen slipped by Ron Turner (Yam) for fourth and now was up with the leaders. On lap five, Reid showed some finesse and edged into the lead and Hansen pulled up on Lawrence. It took Hansen six more laps to overcome Lawrence but he finally out-powered him in the gully. On the last lap, Turner got past Giger for fourth and approached Lawrence but the flag ended his threat.

Reid skated to an easy win, Hansen was second, Lawrence third, then came Turner and Giger.

Moto two found 'Radical' Ron Turner in the early lead but his ailing machine went lame which left Lawrence in the lead. Giger, Hansen and Reid were all there for the feast. Hansen took the top spot from Lawrence after nudging his way past the Yamaha rider on a tall berm. Reid had to get past Hansen in order to win overall but first he had to spoil Giger's and Lawrence's hard charging acts for the lead. Steadily Reid pulled up on Hansen and eventually he got past; at the flag for the win and the overall was the red Honda of Warren Reid. Donnie Hansen went 2-2, Lawrence was 3-3 and Lenny Giger was 4-4.

Another LOP rider, 125cc Pro Mike Brown (Yam), slammed out of the starting gate and was first to the checkered flag. Brown led Jim O'Mara (Yam), Tim Lunde (Yam) and Ron Turner (Yam) who were hot on his tracks. Jim Holley (Yam) was fifth with Rick Johnson (Yam) pushing until Johnson bailed and everyone else went by. Turner out-lasted the battle between himself and Lunde and pursued O'Mara for second. Chris Heisser (Hon) came from the middle of the pack to challenge Holly and at the checkered flag he had moved to fourth. Brown won convincingly, Turner was second, O'Mara third then Heisser and Holley.

Rick Johnson pulled off a surprise ride in moto two when he came from the middle of the pack to place second. But it wasn't enough to overcome the hot streak Mike Brown was enjoying. Battling for third place honors was O'Mara and Holley. Holley got the nod.

Brown turned in a perfect day with a 1-1 tally for the overall win; O'Mara was second, Turner third with a 2-5, and Holley was fourth.

Chandler, Wanket and Brown top Pros at CMC MX

By Terry Whytal

ORANGE, CA, SEPT. 2

"I was just mad when I fell; I was gonna win or crash!" recounted Danny "Magoo" Chandler after winning the Open Pro class. In a ride that had spectators shaking their heads, Chandler used every inch of the track as he worked his Maico up from 14th place after falling to take the checkered flag in first.

Tony Wanket managed to keep both wheels of his Yamaha under him as he took the overall 250cc Pro win despite a first moto challenge by Suzuki's Scott Gillman and losing the second race to Can-Am rider Donnie Hansen.

Yamaha riders Rick Johnson and Mike Brown had a fierce battle for first in the opening 125cc Pro moto with Johnson coming out on top but Brown charged back in the second race to win with a huge lead and take the top money.

Leading the pack at the start of the first 125cc moto was Johnson followed by Brown and Yamaha rider Tim Lunde. Johnson quickly opened up a five second lead over Brown who was fighting off Lunde while Rick Maki moved his Yamaha into fourth.

Halfway through the race Brown broke free of Lunde and began to reel in Johnson. Maki closed on Lunde to battle for third as Brown tried to find a way past the leader. On the last lap it looked like Brown had the hot line into first, but a lapped rider cut him off and Johnson powered across the finish line with the win. Lunde held on to finish third behind Brown and Chris Hiesser wicked his Honda past Maki for fourth.

Johnson again grabbed the early lead as the second moto charged onto the track. Maki held down second and Brown was running third. Brown soon passed Maki and the next lap kicked his bike into overdrive and blew by Johnson. Curtis Rough put his Kawasaki into fourth and Lunde moved into fifth while battling with Suzuki rider Todd Petersen. Brown continued to pull away out front while Maki set up and passed Johnson. Johnson dove back under Maki and the top positions were set. Mike Brown was the overall winner with second going to Johnson, third to Maki and fourth to Lunde.

The 250cc Pro line-up featured some of CMC's all time top riders and as the pack roosted its way up the start hill the cream rose to the top. Out front was Wanket and Hansen followed by Suzuki rider Jim Tarantino and Gillman. Mark Lawrence had his Yamaha in fifth while two other top Yamaha riders Tim Lunde and Rex Staten were stuck in traffic. Gillman passed Tarantino but wasn't able to make a move on Wanket as the Moto-X Fox rider was riding like the wind. Wanket was turning the fast lap of the 250cc race as he opened a commanding lead, riding smoothly.

Hansen moved by Tarantino and challenged Gillman for second as the race was coming to an end and Gillman held on to finish in the runner-up spot behind Wanket. Hansen was third and Lawrence nipped Tarantino on the last turn for fourth. Staten finished sixth and Steve Rhyan put his Maico across the finish in seventh.

Wanket again jumped into the lead early in the second moto followed by Gillman and Hansen. Hansen passed Gillman as the Suzuki teamster faded off the pace with a broken shock. Lawrence moved into third while the battle for the lead between Wanket and Hansen grew intense. Hansen finally powered his way into the lead and motored to the checkered flag.

Wanket cruised in to finish second and wrap up the overall ahead of Hansen and Lawrence. Tarantino finished fourth.

The Open Pro race featured the rider everyone was waiting to see: Magoo Chandler. Chandler's reputation had preceded him, and speculation had him or Yamaha's Rex Staten winning. It was Pete Wanket, however, who led the start of the first moto with Staten breathing down his neck and Chandler close behind. David Gerig followed in fourth and Steve Rhyan had his Maico up into fifth.

Staten soon passed Wanket and grabbed a handful. Staten was really flying around the unusally treacherous course. The park crew had added many jumps and made the existing ones super-radical, and Staten and Chandler were spending a lot of time airborne.

Then suddenly, Staten went down hard on the double jumps, and Hansen hit his bike and fell also. As Chandler motored into the lead the ambulance crew helped Staten off the track with a broken rib to end his day and Hansen sat out the rest of the moto. Rhyan slipped by Wanket and began to close on Chandler who was having a lot of problems with a balky gear box. Rhyan closed to within a couple of seconds at the checkered flag as Chandler held on to win. Wanket finished third while Clark Jones put on a spectacular ride to finish fourth on his Yamaha.

Chandler wheelied into the lead at the start of the second moto followed by Rhyan and Wanket. Maico rider Lee Ramage finished lap one in fourth, and Jones was running fifth. Chandler bailed off in a tight left hander, lost five places, then had his engine load up and dropped back to 14th as Rhyan took over the lead. Rhyan quickly opened up a good-sized lead and looked to have the race in the bag until he highsided over a berm and rung his bell bad enough to DNF.

Wanket inherited the lead but caught his foot in a rut and twisted his knee and pulled off the track. Jones passed Maico rider Mark White and started riding like the devil was after him. Chandler meanwhile was dazzling the spectators with incredible jumps and cross ups while passing riders at will. Chandler was catching and gaining on the leaders at about 10 seconds a lap and soon moved into second behind Jones who was struggling with a transmission stuck in second gear.

With two laps to go, Jones tried desperately to hold off Magoo who ironically had no second gear, but after nearly endoing off the downhill jump because he couldn't loft the front end with the bike wound out in second Jones settled for the runner-up position. Magoo was the overall winner with second going to Jones, third to White and fourth to Gerig.

Results

OPEN PRO: 1. Danny Chandler (Mai); 2. Clark Jones (Yam); 3. Mark White (Mai).

250 PRO: 1. Tony Wanket (Yam); 2. Donnie Hansen (C-A); 3. Mark Lawrence (Yam).

125 PRO: 1. Mike Brown (Yam); 2. Rick Johnson (Yam); 3. Rick Maki (Yam).

OPEN INT: 1. Tom Thomas (Yam); 2. Ed Mozina (Suz); 3. Marino Bastionell (Mai).

250 INT: 1. Norman Nilson (Hon); 2. David Pettigrew (Mai); 3. Mike Eddy (Mai).

125 INT: 1. Randy Yetto (Suz); 2. Paul Cano (Suz); 3. Matt Whiting (Yam).

OPEN JR: 1. David Psarki (Suz); 2. Bill Olsen (Suz); 3. Darby Rily (Yam).

250 JR: 1. Brent Foe (Yam); 2. Micky Dimond (Kaw); 3. Robert Espanza (Yam).

125 JR: 1. Lloyd Thomas (Yam); 2. Robert Omectin (Suz); 3. Kevin Cix (Suz).

125 JR DIV 2: 1. Brian Fuller (Suz); 2. Don Blain (Suz); 3. Steve Gunderson (Suz).

MINI PRO: 1. Bryan Antonacci (Suz); 2. Doug Dubach (Suz); 3. Rick Johnson (Yam).

MINI JR: 1. Bob Bundle (Suz); 2. Aron Baker (Suz); 3. Thad Barba (Yam).

Jimmy Ellis says:

"Before the race. After the race. Any place. I like the fit, feel and style of Carrera sunglasses."

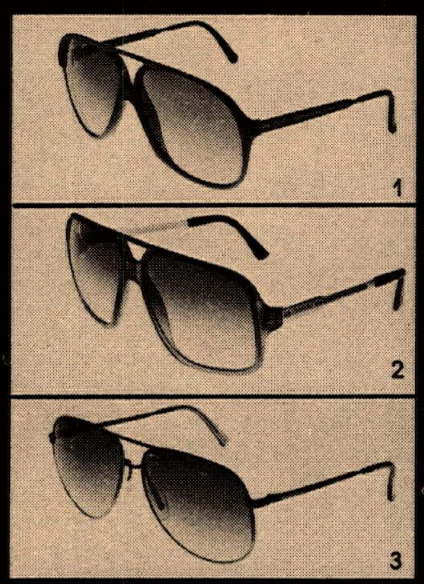
Super styling and polarized protection from reflection, glare and dangerous UV rays. Maximum field of vision with CR-39 lenses factory-tested for hardness and impact safety.

Hinges tested to withstand 50,000 openings and closings.

Frames geometrically structured on a special anatomical apparatus for a snug, weightless fit and 24 hour comfort.

Advanced European styling gives you the exact "look" that suits you best.

Drop in at any Carrera dealer. Try on the four popular models now in stock.



Jimmy is wearing #5512 "TOP". Shown at left are: (1) #5528 "MUSTANG" (2) #5526 "SENATOR" (3) #5515 "TARGA"

JIMMY ELLIS: Two-time Superbowl champion; 1978 winner Toyota Tower Jump; New England champion in 100cc, 250cc, and 500cc classes; in 1978, 1st American to win Grand Prix event in U.S.

CARRERA®

Carrera International, P. O. Box 2, Norwood, N.J. 07648

R&R MAICO SPECIALISTS RACING (217) 443-4642
208 W. 1st • Danville, IL 61832

Payton's ANAHEIM HUSQVARNA
• BIKE SALES
• FULL SERVICE AND PARTS
• COMPETITION MOD'S
• ACCESSORIES/APPAREL
2860 E. Lincoln Ave
Anaheim, Cal 92806
(714) 630-6522

Wasco
Racing Frames
TT — Flat Track Specialties
4904 S. 164th (206) 242-8878
SEATTLE, WA 98188

CR125R - CR100R - CR250R - KX250 & More!
Precision cylinder remanufacturing. Better than stock. Alloy liner installed in your wasted barrel; bored, honed, ports matched & glass beaded - $95. Pro-stage porting $50 with liner.
Kustom Kraft Performance Specialties
886 Bluffcity Blvd., Elgin, IL 60120.
312/697-4343.

AMMEX RACING MOTORCYCLES
U.S.A. DISTRIBUTOR
Cooper Parts
Dealer Inquiry Invited
20872 Currier Road (714)598-1985
Walnut, CA 91789 (714)595-9100

KEYSTONE MOTOCROSS WORKS
YAMAHA SUSPENSION SYSTEMS
BEAVER FALLS, PA 412/843-7332

BARGAIN of the MONTH
1979 HONDA XR500
overstocked
Call for low, low Price
Pacific Coast Sportcycle
Exp. Mech. wanted call (213) 326-3810

Hand Washable
Stay Soft
Yellowstone Buckskin GLOVES
*Riding
*Racing
*Street
GLOVES
Dealer Inquiries Invited
Othman Distributing Co.
Box 356 San Luis Obispo,
CA 93406 (805) 544-6181

SIMI VALLEY YAMAHA
2902 Los Angeles Ave.
Simi Valley, CA (805) 522-3434

Western hotline

Ron Griewe leads eventual 250cc Pro winner Juan Benavidez at Corona.

Sportsmen jam at Corona

By Ron Lawson

CORONA, CA, AUG. 24

The latest addition to Corona Raceway's line-up of Pro and Intermediate obstacles is a double jump that the riders got to test their nerve against last Friday. While most riders elected to play it safe and go over them one at a time, there were a few that held it wide open and aimed for the Goodyear blimp, which was circling overhead all night. Surprisingly enough, the first rider to go over both jumps at a time wasn't a Pro but a very fast 125cc Intermediate named Ed Glover (Kaw).

Glover started on the second row while the first division of 125cc Intermediates went with the first gate. Not only did he get the holeshot in his race, but he was soon in the middle of the other group as well. Behind him Harley Hall (Suz) and Bobby Rowell (Suz) diced for second with Hall eventually pulling slightly ahead. On the fifth lap, Hall suddenly found himself in the lead when Glover's Kawasaki stalled in a turn. But his reign was short lived and Glover was back on top for lap six and he stayed there for the win.

In round two, Glover wasn't satisfied to just beat the competition as he did in the first race, he wanted to destroy them. He pulled the holeshot and by the end he was not only in front of his division, but the entire race. He had managed to pass every rider on the first gate in spite of their 15 second head start. Hall was second again ahead of Joe Nist (Suz).

Scott Lantz (Hon) took the 250cc Intermediate class after a three way tie for the top spot. David Neal (Hon) won the first moto while both Robert Esparza (Yam) and Lantz had to come up from poor starts. At the end they were fairly close with Neal in front, Esparza in second and Lantz third. Round two saw Lantz get a better start and run away with the win. The overall victory, however, was being decided in the battle for second place between Esparza and Neal. Neal was holding the edge, but in the last few laps Esparza was closer than ever. One lap before the white flag came out Esparza got out of shape on a steep downhill and let Neal get away. But Neal was still going for it two turns later, unaware that he could take it easy and still get the overall win, and he went into a turn too hot and lost it. He managed to remount before Esparza caught him, but he was still off balance and waved the Yamaha pilot by rather than risk holding him off. That gave Lantz the overall win over Esparza and Neal.

On the Pro side, the star was once again Craig Dale (Suz). Dale took the first 125cc moto by a safe, but closer than usual margin over Bill Chapin (Hon), while Fred Conover was a distant third on his Kawasaki. The next race was the same story, but with Chapin having trouble with his bike and not staying as close as he did earlier.

In the 250cc Pro race, Greg Zitterkopf took a first moto win over Juan Benavidez (Yam) and Dave Fernandez (Yam). Benavidez came back in the next race to win and take the overall. Fernandez was second in that race, but got third in the final line-up behind Zitterkopf.

Results

MINI BEG: 1 Linc Turpew (Suz); 2. Bobby Buchanan (Yam); 3. Paul Gros (Suz).
MINI BEG: 1. Marc McElyea (Kaw); 2. Paul Fernandez (Yam); 3. Mark Capriotti (Suz).
MINI NOV: 1. Ron Bell (Kaw); 2. Steven Morehouse (Kaw); 3. Randy Maletta (Suz).
MINI EX: 1. Randy Fleisher (Suz); 2. Danny Wawazyniak (Yam); 3. John Blodd (Suz).
100 BEG: 1. Pat Schreffler (Yam); 2. Mike Mazzacane (Yam); 3. Matt Urbanek (Yam).
100 NOV: 1. Ron Eversole (Suz); 2. Larry Daniel (Suz); 3. Dave Frear (Hus).
125 BEG: 1. Steve Newton (Suz); 2. Jack Scott (Yam); 3. Tony DeJulio (Kaw).
125 BEG: 1. Robert Tello (Suz); 2. Jim Clark (Suz; 3. Cor Schouten (Suz).
125 BEG: 1. Craig Lanphier (Hon); 2. Scott Evert (Suz); 3. John Caughers (Suz).
125 BEG: 1. Eddie Worren (Yam); 2. Mark Piers (Suz); 3. Dan Mills (Suz).
125 NOV: 1. Nate Rauba (Suz); 2. John Zahrt (Suz); 3. Dave Odem (Suz).
125 NOV: 1. Kerry Day (Suz); 2. John Grigsby (Yam); 3. Jeff Parks (Suz).
125 INT: 1. Ed Glover (Kaw); 2. Harley Hall (Suz); 3. Joe Nist (Suz).
125 PRO: 1. Craig Dale (Suz); 2. Bill Chapin (Hon); 3. Fred Conover (Kaw).
250 BEG: 1. Steve Rossow (Hon); 2. Dennis Parton (Yam); 3. Dean Martin (Yam).
250 BEG: 1. Tom Thompson (Yam); 2. Wally Thompson (Yam); 3. Mike Chekel (Hon).
250 BEG: 1. Jim McIntosh (Yam); 2. Dale Hirsch (Mai); 3. Gary Clark (Mai).
250 NOV: 1. Ron Harrison (Yam); 2. Doug Ashley (Suz); 3. Bill Hair (Yam).
250 NOV: 1. Roy Holsheimer (Yam); 2. Doug Maxwell (Yam); 3. Micki Dymond (Kaw).
250 INT: 1. Scott Lance (Hon); 2. Robert Esparza (Yam); 3. David Neal (Hon).
250 PRO: 1. Juan Benavidez (Yam); 2. Greg Zitterkopf (Mai); 3. Dave Fernandez (Yam).
500 BEG: 1. Roger Henry (Suz); 2. Chuck Palmer (Yam); 3. Bob Klobe (Yam).
500 NOV: 1. Robert Caspter (yam); 2. Mike tucker (Yam); 3. Tim McFadder (Yam).
500 INT: 1. Mike Hair (Yam); 2. Eric McCracken (Hus); 3. Jim Speight (Mai).
500 PRO: 1. Jeff Ritz (KTM); 2. Chris Miser (Mai).
VETS: 1. Jim McIntyre (Suz); 2. Steve Graves (Suz).

Dave Rose (6) and Scott Baker dice at DeAnza.

Jannings, Kline catch CRC Pro cash

By Nanette Marie

VALENCIA, CA, AUG. 24

Andy Jannings brought his new Yamaha support ride out to the California Racing Club's bi-weekly Friday night Motocross on the International Track of Indian Dunes and defeated Bob Bang and Dean Taylor for the overall victory. Kolbe Can-Am rider Bobby Kline put together a four-moto win streak to grab the 125 and 250cc Pro classes, defeating Mike Van Acker in the 250s and Mark Moscrop in the one-two-fives.

The first batch of Pros to leave the gate were the 250s, which saw Kline get off to a dead-last start behind Van Acker, Don Bizzer and Mark Parkerson. Kline worked his way past Parkerson and Bizzer, then slipped into the lead by the halfway point. The rest of the moto saw Kline stretch out his lead, while VanAcker fought to hold off Bizzer.

The second moto saw Kline take the holeshot, and that was all she wrote for the first overall position. Kline ran away with nearly a half-lap lead by moto's end, over a tight battle between VanAcker and Parkerson. Overall it was Kline, VanAcker and Parkerson.

Jannings had picked up his ride with Yamaha on the Monday before the race, and this was his first trip out on the bike. In both motos he took the holeshot and left Bob Bang and Dean Taylor to battle it out for second. In the first mot Bang took the runner-up spot, while Taylor got the better of the two in round two. Overall Jannings was winner over Taylor and Bang.

Kline returned to action in the 125cc Pros, this time aboard a Ron Barker-backed Honda CR125R. In the first moto Kline rode off to an easy victory over Richard Bunch, who pressured early in the moto, and Jim Simons. Round two saw Kline again out front the entire way, but this time it was Mark Moscrop's turn to play runner-up. Jeff Harriot took third in the moto, followed by Simons and Bunch. Overall it was Kline (1-1), Moscrop (4-2) and Simons (3-4).

Results

125PRO: 1. Bob Kline (Hon); 2. Mark Mosecrop (Suz); 3. Jim Simons (Suz).
500 PRO: 1. Andy Jannings (Yam); 2. Dean Taylor (Suz); 3. Bob Bang (Yam).
250 PRO: 1. Bob Kline (C-A); 2. Mike VanAcker (Hon); 3. Mark Parkerson (Suz).
MINI INT: 1. Tom Stout (Yam); 2. Dani Seekins (Suz); 3. Robert Caughlin (Yam).
MINI EX: 1. Larry Brooks (Suz).
MINI BEG: 1. Kevin Holmes (Suz); 2. Kevin Haile (Yam); 3. Jeff Barbacovi (Yam).
MINI NOV: 1. Rick Houghtaling (Suz); 2. Frank Darr (Suz); 3. Tim Slayton (Yam).
500 NOV: 1. George Karn (Mai); 2. Mike Parson (Suz); 3. Danny Cherrier (Mai).
500 BEG: 1. John Wood (Suz); 2. Karl Krummar (Hus); 3. Brian George (KDX).
VET JR: 1. Jim Atkinson (Suz); 2. Danny Kirby (Yam).
VET INT: 1. Kent Shepard (Suz); 2. Wiley Setzlen (Suz).
100 BEG: 1. Erie Silgera (Suz).
100 NOV: 1. Jim Boyd (Suz); 2. Gene Stephens (Yam); 3. Curt Farrar (Suz).
100 EX: 1. Todd Broussard (Yam); 2. Rod Robertson (Suz).
500 INT: 1. Novk Athans (Mai); 2. David Spring (mai); 3. Jerry White (Mai).
250 INT: 1. Kevin McDonald (Yam); 2. Mark Rickey (Yam); 3. Ron Willison (Mai).
250 BEG: 1. Mark Heller (Mai); 2. Arlin Sayton (Yam); 3. Rodger Williams (Hon).
250 NOV: 1. Paul Bebek (Hon); 2. Daryl Hambleton (Hon); 3. Andy Owen (Suz).
125 INT: 1. John Langhammer (Yam); 2. Greg Brown (Hon); 3. John Oliva (Suz).
125 NOV: 1. Frank Costenzo (Suz); 2. Sam Avoian (Suz); 3. John Alexander (Suz).
125 BEG: 1. Jeff Hanzo (Suz); 2. Pepe Zamora (Yam); 3. Mike biggs (Suz).
125 BEG: 1. Carl Batey (Suz); 2. Mike Guck (Suz); 3. Sam Matfanga (Suz).

Land lands DeAnza win

By Ron Lawson

SUNNYMEAD, CA, AUG. 26

A new face at DeAnza Cycle Park was on top of the 250cc Pro class last Sunday. John Land (Mai) took home the money but it could have gone any of three ways with Keith Brajevich (Kaw) of K&B Racing and Danny Jean of Redlands Suzuki in the middle of the action.

In the early laps of moto one, the fastest man on the track was Clint Tarvin (Hon), who pulled the holeshot and then started to pull away while Brajevich and Land held second and third. But the sun was beating down hard and Tarvin began to tire before the halfway point and soon the two riders began to gobble up his lead. Land was in second now and it was on the eighth lap that he took over the lead. Jean had gotten off the line poorly but by the time the lead had switched hands he was in fourth pushing Brajevich. Both riders moved past the overheated Tarvin and their battle became even closer. It was on the last turn of the last lap that Jean knifed under the man in green to take second.

In the next race, Tarvin again rocketed into the early lead, but once again the temperatures proved to be a ltitle too much for him and he was soon dropping back. Scott Smith (Suz) was in second but he ran into mechanical troubles and DNF about the same time that Tarvin began to fade. That left Brajevich and Jean dicing for the lead while Land tried to make up for a bad start. In the final laps, Brajevich pulled out a good lead while Land came up from behind to challenge Jean, passing him on the last lap. Overall it was Land, Brajevich and Jean.

Scott Baker (Kaw) put in a 1-1 performance in the 125cc Pro class for Quincey Kawasaki but Dave Rose gave him a run for his money on his Winner Circle Suzuki. Rose got the holeshot in moto one and led half the race before Baker took over and in the second round it was the same story. The two of them had a tremendous battle for the overall in the last moto with Rose holding a slight edge most of the time. They finally collided in one turn and both went down. Baker remounted first and went on to win the race. Ken Odra was third.

The 250cc Intermediate class saw a split win for Todd Schaeffer of Rincon Kawasaki. Joe Bray took the first round while Schaeffer worked his way up to second after a poor start. but in round two Schaeffer got the start and led the entire way. Bray took his Suzuki to a close second over Art McClain (Hon) and Eric Beingesser (Suz). Overall, Beingesser was third.

Results

PEE WEE: 1. Allan Brehm (Yam); 2. Wayne Leicht (Hon).

MINI BEG: 1. Todd Hooper (Yam); 2. Marc McElyea (Kaw); 3. Terry Woody (Yam).

MINI NOV: 1. Jeff Schaeffer (Kaw); 2. Leonard Robertson (Suz); 3. Trini Camarena (Suz).

MINI INT: 1. Taylor Marcell (Kaw); 2. Mike Vrgo (Kaw).

100 BEG: 1. Jimmy Pearson (Suz); 2. Brad Beltnick (Yam).

125 BEG: 1. Kevin Huntsman (Suz); 2. Jason Aparicio (Suz); 3. Robert Pleiss (Suz).

125 NOV: 1. Jay Stranger (Yam); 2. Dirk Davidow (Yam); 3. Alan Thompson (Yam).

125 INT: 1. Eric Collins (Yam); 2. Larry Lawrence (Suz); 3. Reed Becker (Yam).

125 EX: 1. Scott Baker (Kaw); 2. Dave Rose (Suz); 3. Ken Odra (Yam).

250 BEG: 1. Steve Rossow (Hon); 2. David Brown (Kaw); 3. Jim Brown (Kaw).

250 NOV: 1. Richard Anderson (Yam); 2. Ken Miller (Yam); 3. John Yamchura.

J. C. Agajanian Presents:

AMA SANCTIONED

Ascot

Winston PRO SERIES

Winston PRO SERIES

21st. ANNUAL 20-LAP SEASON FINALE

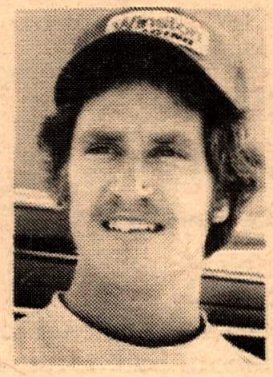
HALF-MILE NATIONAL

SATURDAY, SEPT. 29, 8 pm

JAY SPRINGSTEEN

GARY SCOTT

STEVE EKLUND



TICKET MAIL ORDER FORM

20-LAP HALF-MILE NATIONAL	Adult Reserved	Child Reserved	Adult General Admission	Child General Admission
	$12.00	$6.00	$10.00	$5.00

(All children 8 and under admitted free to general admission only.)

ENCLOSED IS MY CHECK FOR _____

Please enclose a self addressed stamped envelope along with check or money order payable to — AGAJANIAN ENTERPRISES
P. O. Box 98
Gardena, Calif. 90247

PHONE _____

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

ADVANCE TICKETS ALSO AVAILABLE AT

TICKETRON

a division of CONTROL DATA CORPORATION

J.C. AGAJANIAN'S Ascot

18300 VERMONT AVE.
GARDENA, CALIFORNIA
(213) 321-1100
(213) 323-1142

FREE VIP PARKING FOR MOTORCYCLES

"WHERE THE HARBOR, SAN DIEGO AND 91 FREEWAYS MEET"

Datsun, Official Car Of Ascot Park

RIDE AWARE

SCOTT BOOTS

$129.95

Liners $9.95

BIG 4, INC.

ORDER TOLL FREE 1-800-541-2677
IN WASHINGTON STATE CALL
1-800-572-5690

Do It In The Dirt For Less!

On a Canoga Park SUZUKI

Make your BEST deal then bring it to us!
Why?...It's Simple!
We want to be your motorcycle dealer

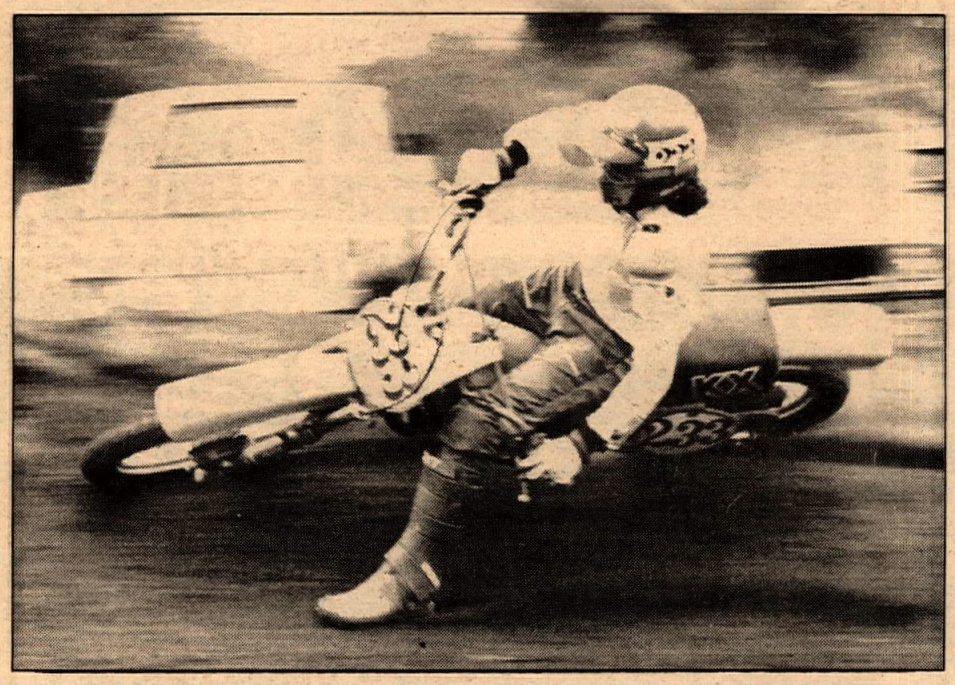
Open Daily 9-6 — Canoga Park Suzuki, 7045 Canoga Ave., Canoga Park, CA 91306, 213-884-0413 — Closed Sunday

We've got the very LATEST POOP. No...kidding.

MOTO-X FOX
520 McGLINCY LANE,
CAMPBELL, CA 95008
(408) 371-1221

Pacific Coast Sportcycles
featuring the full line of Honda, Suzuki, BMW, and Triumph
open 9:30-9:00 PM Mon-Fri.
9:30-5:00 PM Sat.
1820 W. Pacific Coast Hwy.
Lomita, CA 90717
213-326-3810

Western hotline



David McGhee took two 125cc Expert wins at CMMC's Barona Oaks bash.

250 INT: 1. Todd Schaeffer (Kaw); 2. Joe Bray (Suz); 3. Eric Beingesser (Suz).
250 EX: 1. John Land (Mai); 2. Keith Brajevich (Kaw); 3. Danny Jean (Suz).
OPEN INT: 1. Robert Casper (Yam); 2. Frank Steiner (Suz); 3. Tony Pena (Yam).
OPEN EX: 1. Mike Said (Mai); 2. Jim Lowe (Mai); 3. Greg Gibboney (Yam).
SR VETS: 1. Paul Wilde (Yam); 2. Ed Michetti (Mai).
INT VETS: 1. Doug Archibald (Hon); 2. Robert Berdyck (CZ).

Lechien, Dunlap dominate CMMC MX

By Rod Eschenburg
Photo by Photocross

SAN DIEGO, CA, AUG. 19

Ronnie Lechien (R&D Suz) returned home from the Ponca City, OK, NMA Nationals Friday, got dad Dick to knock the mud off the scooters and returned to Barona Oaks on Sunday with nary a trace of "motorhome lag" to sweep the Stock and Modified Expert Minicycle classes over perennial rival Kenny Dunlap (Suz). Dunlap came back for a second straight 105cc Minicycle win as Lechien had double slide-downs in the first moto but then came back for a win in the second round to go with his first moto fourth for second overall. Intermediate rider Larry Butler (Yam) came up with a great ride for third.

Butler then went on to take the Stock Intermediate (12-16) over Scott Richeson and Speedway 117 CMC point leader John Phillips, and a second behind Kawasaki rider John Faure in the Modified ranks. Both these riders should be Experts by year's end.

The Novices are producing some newcomers, as second month rider Randy Rush (Kaw) came up with a charging two for two win over "veteran" Mike West in the Modified Novice (12-16) class and then ran a very close second to West in the Stock Novice (12-16) class. Quincy Kawasaki rider West should be there with the Intermediates by next month!

The 9-11 Intermediate class is developing into a real three-way point battle this year between John Conney, Frankie Brundage and Thor Bjornstad with last Sunday being no exception, as Bjornstad grabbed the 105cc 9-11 class, Conney took the Modified 80cc class, and Brundage grabbed the Stock 80cc class.

The wins came in pairs in the motorcycle classes as Kawasaki rider David McGhee swept the Experts, Charles Harries (also Kawasaki) took two close Intermediate wins over Kerri Paulson, and Bob Voorhees went two for two in the Novice classes. Then to finish it off Marty Stone swept both 100cc Novice classes.

Lots of changes in the course at Barona by track referee Frank Brundage plus an incredible cool, misty, unseasonable August Sunday made for a beautiful day of racing for all 170 riders on hand. Barona Oaks races every first and third Sunday from the first Sunday of February to the first Sunday of December.

Results

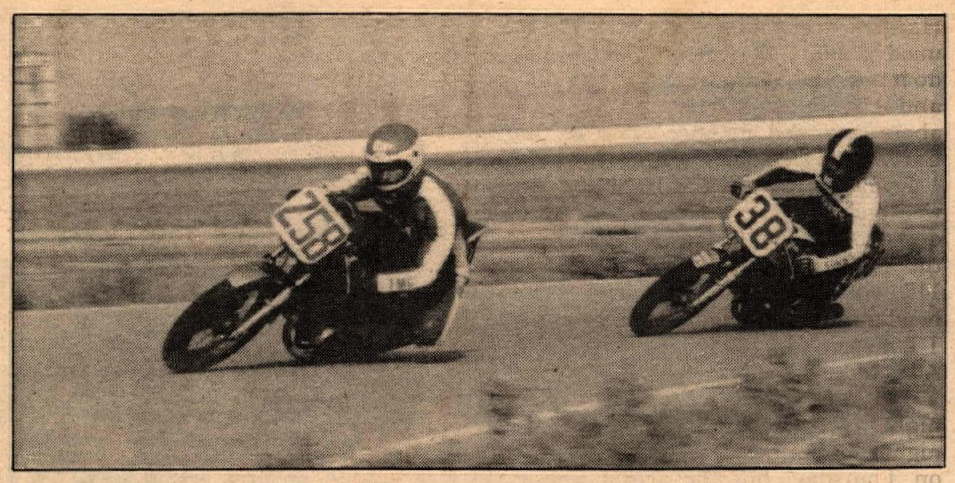
MINICYCLE CLASSES
STOCK EX: 1. Ronnie Lechien (Suz); 2. Kenny Dunlap (Suz); 3. Dave Hopwood (Kaw).
MOD EX: 1. Ronnie Lechien (Suz); 2. Kenny Dunlap (Suz); 3. Terry Murray (Suz).
SPECIAL 105 MINI (12-16): 1. Kenny Dunlap (Suz); 2. Ronnie Lechien (Suz); 3. Larry Butler (Yam).
SPECIAL 105 MINI (9-11): 1. Thor Bjornstad (Suz); 2. Brad Johnson (Yam); 3. Frankie Brundage (Suz).
STOCK INT (12-16): 1. Larry Butler (Yam); 2. Scott Richeson (Suz); 3. John Phillips (Kaw).
MOD INT (12-16): 1. John Faure (Kaw); 2. Larry Butler (Yam); 3. Taylor Marcell (Kaw).
STOCK NOV (12-16): 1. Mike West (Kaw); 2. Randy Rush (Kaw); 3. Charles Osterday (Suz).
MOD NOV (12-16): 1. Randy Rush (Kaw); 2. Mike West (Kaw); 3. Charles Osterday (Suz).
STOCK INT (9-11): 1. Frankie Brundage (Suz); 2. Thor Bjornstad (Suz); 3. John Conney (Yam).
MOD INT (9-11): 1. John Conney (Yam); 2. Brad Johnson (Yam); 3. Frankie Brundage (Suz).
STOCK NOV (9-11): 1. John Flores (Suz); 2. Charles Dieball (Suz); 3. Ronnie Thomas (Yam).
MOD NOV (9-11): 1. Jake Snow (Yam); 2. Jeremy Hughes (Kaw); 3. Ronnie Thomas (Yam).
STOCK NOV (0-8): 1. Roger Ogle (Kaw); 2. Jeremy Hughes (Kaw); 3. Jose Velez (Yam).
STOCK 125 EX: 1. David McGhee (Kaw); 2. Brian Thomas (Kaw); 3. Jeff Almond (Suz).
MOD 125 EX: 1. David McGhee (Kaw); 2. Brian Thomas (Kaw); 3. Tim Hale (Suz).
STOCK 125 INT: 1. Charles Harries (Kaw); 2. Kerri Paulson (Suz); 3. John Carter (Suz).
MOD 125 INT: 1. Charles Harries (Kaw); 2. Kerri Paulson (Suz); 3. John Carter (Suz).
STOCK 125 NOV: 1. Bob Voorhees (Suz); 2. Bill Koenig (Suz); 3. Ron Yonekura (Suz).
MOD 125 NOV: 1. Bob Voorhees (Suz); 2. Bill Koenig (Suz); 3. Scott Bowman (Suz).
MOD 100 INT: 1. Bob Carne (Yam); 2. Charles Harries (Yam).
MOD 100 NOV: 1. Marty Stone (Suz); 2. Mike Clark (Yam); 3. Keith Barnett (Yam).
STOCK 100 NOV: 1. Marty Stone (Suz); 2. Danny Ray (Suz); 3. Mike Clark (Yam).
JUNIOR CYCLE CLASSES
STOCK: 1. Brad Johnson (Suz); 2. Steve Hale (Suz); 3. John Flores (Suz).
MOD (9-11): 1. Brad Johnson (Suz); 2. Steve Hale (Suz); 3. Ray Swearinger (Suz).
STOCK (0-8): 1. Danny Hembree (Suz); 2. Chad Mittag (Suz).
MOD (0-8): 1. Danny Hembree (Suz); 2. Chad Mittag (Suz).

Wild Superstreet race at AFM RR

By Patrick Behar

ONTARIO, CA, AUG. 19

American Federation of Motorcyclists officials decided to use the short track at Ontario Motor Speedway and to run it backwards, which usually creates great racing through the first corner, a tight left hander.



Malcolm Hill leads Dick Fuller in AFM 410cc Production road racing.

In the Open GP race there was a very good dice between Gil Martin and Harry Klinzmann (Mr. Al's Restaurant TZ750). Martin was doing a fantastic job and led most of the 10-lap race. But after the halfway mark, he hit the brakes too late in turn 19 trying to get some space between himself and Harry and ended up in the grass outside the turn. He was able to save his second place, but was out of first as Klinzmann cruised to victory. Richard Williamson was third on his Kal-Gard TZ750. Rudy Galindo, riding an old 350cc air cooled Yamaha that won Daytona in '72 with Don Emde aboard, took the honors in the 500cc GP race.

The Open Superstreet was the craziest race of the day. As the green flag dropped it was Chuck Parme leading on his Kawasaki followed by Jeff Karr (Ontario Moto-Tech 750 Hon) Willi Scheffer (RC/GSM/Torco Suz), Carry Keoshgerian (Kaw) and Pat Eagan on the San Jose BMW while point leader Steve Sowden took a ride in the grass outside turn 19.

On the second lap Eagan got up to second position and suddenly became the leader when Parme was black-flagged after blowing a head gasket. Pat's ride didn't last long; he pulled into the pits after seeing the oil pressure gauge dropping drastically. A rapid check showed the gauge was broken, but Eagan decided not to go back out. So Jeff Karr and Carry Keoshgerian were dicing up font. They changed places constantly as they tried to out-brake each other in turn 19.

On the last lap they were still in that order but both tried to brake late and both wound up in the grass. Keoshgerian was the fastest to restart, but not fast enough as Kevin Burke and Steve McClenon, both on Suzukis, went by for the top honors. Carry finished third, while Jeff tried courageously to push his Honda across the finish line. "I stopped the engine when we went in the grass. The bike has no air filters and I didn't want to ruin the engine. After that I couldn't restart it," explained the exhausted Karr.

As the green flag dropped for the 410cc Production race, it was Malcolm Hill (Ed Toomey M/C Yam), Thad Wolff and Dick Fuller who came first in turn 19, but the race had to be red-flagged when two riders went down, with one of them hurt enough to require a trip in the ambulance. On the restart Wolff was the fastest followed by Hill and Fuller. Hill took the lead for a lap, but rapidly Fuller decided to go after the leader and a very good dice was soon going up front. Wolff had to settle a notch behind in a secure third spot. They remained in that order as Hill won by less than a half bikelength over Dick Fuller, in a typical 410cc Production finish.

Results

250 GP: 1. Gennady Luibimsky (Yam); 2. Allan Collins (Yam); 3. Rudy Galindo (Yam).
230/600 SUPERSTREET: 1. John Williams (Yam); 2. Louis Vallerga (Yam); 3. Steve Schrader (Hon).
0/410 BOX STOCK: 1. Perry Stein (Hon); 2. Mark Angales (Yam); 3. Dain Gingerelli (Hon).
411/550 BOX STOCK: 1. Jeff Tuttobene (LV); 2. Tony Fish (Yam); 3. Joseph Montoya (Yam).
551/750 PROD: 1. Mark Shelton (Kaw); 2. Francis Mazur (Hon); 3. Rick Villanueva (Hon).
750/OPEN BOX STOCK: 1. Pat Eagan (Suz); 2. Whitney Blakeslee (Suz); 3. Donnie Staman (M-G).
601/OPEN SUPERSTREET: 1. Kevin Burke (Suz); 2. Steve McClenon (Suz); 3. Carry Keoshgerian (Kaw).
500 GP: 1. Rudy Galindo (Yam); 2. Harold Parks (Yam); 3. Ernesto Del Barrio (Yam).
OPEN GP: 1. Harry Klinzmann (Yam); 2. Gill Martin (Yam); 3. Richard Williamson (Yam).
SIDE CARS: 1. Garnett/Smith (Kaw); 2. Hays/Campbell; 3. Breese/Morris (Yam).
50 GP: 1. Mario Caldato, Jr. (Itj); 2. Franco Garavoglia (Suz); 3. Mario Caldato, Sr. (Itj).
100 GP: 1. Mike McAvoy (Kaw); 2. Dusty Behrman (Hon); 3. Pat Riley (Kaw).
125 PROD: 1. Ron Swart (C-A); 2. Richard McClanahan (Yam); 3. Jim Lester (C-A).
200 PROD: 1. Peter Tsumura (Yam); 2. Jeff Little (C-A); 3. Mark McDonald (Yam).
410 PROD: 1. Malcolm Hill (Yam); 2. Dick Fuller (Yam); 3. Thad Wolff (Yam).
125 GP: 1. Fred Merkel (Hon); 2. Fred Winters (Hon); 3. Danny Coe (C-A).
200 GP: 1. Thomas Beisheim (C-A); 2. Peter Tsumura (Yam); 3. James Collins (Yam).
250 PROD: 1. Robin Stabile (Yam); 2. Michael Malden (C-A); 3. #841 (Yam).
550/750 PROD: 1. John Williams (Kaw); 2. Mike Spencer (Kaw); 3. John Ulrich (Hon).
OPEN PROD: 1. Lee Flemming (Duc); 2. Vance Breese (M-D); 3. Donnie Staman (M-D).

Ring takes seventh-straight Speedway 117 TT

By Rod Eschenburg

CHULA VISTA, CA, AUG. 17

Well, Ward Ring and his trusty Yamaha did it again, winning the Open TT main event. But if you think it was a real "ho-hummer," you are wrong — the "Rapid Redhead," Clint Hardick, came out for his first try at TT-type racing and stole the show and almost the main.

After two heat races and a wild semi which was won by Cal Rayborn, Jr., the main looked to be the usual Ring runaway, especially after W d opened up a big lead over John Garcia and Del Ocheltree. Hardick was back in fifth, rattling around with Rayborn for the first few laps and then — zap — Garcia was out in left field and Rayborn and Hardick began to advance on Ocheltree. All of a sudden Ocheltree was history too, as Rayborn and Hardick were now really hooked up and gaining on Ring. Then, just like Wednesday nights, Hardick put an incredible infield move on Rayborn, and with just three laps to go

Hardick went after Ring. Well to make a short story long, Clint didn't do it and now Ward has seven straight, and the Open Championship just about wrapped up once again as Sid Carlson crashed out of the semi.

Friday's program was to be the last weekend TT show of the year, but don't lose heart TTers as throughout the month of September, Speedway 117 will stage a "Mini Series" triple header on Wednesday nights featuring TT motorcycles, CMC motocross and ATC three-wheelers!

The ATCs were a little shy Friday night as they had run Wednesday night plus many riders went to Corona on Thursday, but the action was as wild as always with the two top classes being the 91-112cc and 113-132cc Modifieds. Todd Tierney took a close 91-112cc win over Tim Kolerich who had his best finish of the season. The 112-132cc Modifieds featured another two for two blast by the "Mighty Mite," Steve Wright, as he squeaked out a close one over the always tough Davis Mueller.

Results

TT MOTORCYCLE CLASSES

MINI: 1. Ray Garcia (Yam); 2. Steve Pata (Hon); 3. Shawn McLauchlan (Yam).

250cc: 1. Eddy Pendleton (Suz); 2. Keith Lynas (Hon); 3. David Vogel (Yam).

OPEN: 1. Ward Ring (Yam); 2. Clint Hardick (Mai); 3. Cal Rayborn, Jr. (Kaw); 3. Del Ocheltree (Yam); 4. John Garcia (Yam).

ATC CLASSES

POWDER PUFF 90-131cc: 1. Brenda Fox; 2. Linda Lippincott; 3. Lisa Lippincott.

POWDER PUFF OPEN: 1. Marte Matte; 2. Robin Davis; 3. Vicki Shipman.

70cc STOCK: 1. Larry Hageman; 2. Theresa Coelho.

90cc STOCK: 1. Bob Eaton; 2. Marshall Thompson.

110cc STOCK: 1. Jim Blatnik; 2. Mark Sortino.

91-112cc MOD: 1. Todd Tierney; 2. Tim Kolerich; 3. Tom Eaton.

113-132cc MOD: 1. Steve Wright; 2. Davis Mueller; 3. Todd McLauchlan.

Stout again at DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, AUG. 19

At DeAnza Cycle Park last Sunday it was once again Riverside Suzuki's Rick Stout taking most of the Pro money home, this time with a first in the 125cc Pro class and a second against the 250s.

In the first 125cc Pro moto, Huff Hadley and his Suzuki shot out of the hole with a tremendous holeshot, but Stout was right with him by the end of lap one. The two of them then pulled away from the rest of the pack at an amazing rate, and by the halfway point they had 20 seconds on third place which had just been taken by Mark Barnes (Yam). Stout passed Hadley about the same time and managed to build a very small lead, but it was still a race all the way to the end. Barnes was still third at the finish with Steve Davis (Hon) fourth and M. Smith (Hon) fifth.

Round two saw Stout on top right from the start and Hadley falling on the first lap. Hadley was out of the race after that, leaving only Barnes to give Stout a run for his money. Barnes put in a much better ride in the second round and he never let Stout get more than a few feet away. But at the finish it was still Stout over Barnes, Fred Combs (Suz), Davis and Smith.

Hadley came back in the 250cc class to blow everybody away. It could hardly even be considered a race, with the rest of the pack aimlessly sliding around almost a half lap behind and no one coming up with any consistency at all. Finally it was Stout's 3-5 showing that netted him second place cash while third place went to Arden Hadley (Mai) who was second in round one after a poor start and went down in round two for a seventh. Dale McKinney (Kaw) and Mark Reha (Mai) rounded out the top five.

Rick Stout was top dog in DeAnza's 125cc Pro class.

Jim Lowe was the man on top of the big bores with his L&L Cycle Maico. The first moto was led by Mark Page (Mai) and then Arden Hadley (Mai), but when Hadley crashed on the seventh lap, it was all Lowe's. In both rounds it was Lowe and Page taking first and second while Roy Burton (Suz) went 4-3 for third.

In the Senior Vets class at DeAnza it is almost always a one man show. Ron Brehm (Yam) usually walks away from the other riders, but last week he finally had some competition. Ron Dugan was in fourth place on his Yamaha at the start of moto one while Brehm was in front after two turns. But it didn't take long for Dugan to find Brehm and start turning on the heat and on lap four he found an opening and pushed Brehm back to second. But after a couple of laps Brehm decided that he didn't like playing follow the leader very much and he retook the lead to hold it all the way to the end. Paul Wilde (Yam) was third ahead of Ed Michetti (Mai) and Bill Burkhart (Mai).

In the next race Dugan got a poor start, all the way back in fifth, but Brehm was even worse off in eighth. Michetti and Wilde both took turns leading, but by lap four Dugan was on top, and on the very next lap Brehm was close in second. They diced all the way to the checkered flag, but Brehm never found an opening. Overall it was Dugan, Brehm, Wilde and Michetti. ●

Results

MINI BEG: 1. Thomas Combs (Suz); 2. Russ Edgar (Suz); 3. Lance Hopton (Yam).

MINI NOV: 1. Jeff Schaeffer (Kaw); 2. Leonard Robertson (Suz); 3. Jim Palmer (Yam).

125 BEG: 1. Paul Shamblin (Suz); 2. Dan Gentle (Suz); 3. Rick Lofgren (Suz).

125 NOV: 1. Jay Stranger (Yam); 2. Chris Boiteau (Suz); 3. Brian Mayer (Suz).

125 INT: 1. Eric Collins (Yam); 2. Danny Purinton (Suz); 3. Chuck Walling (Hon).

125 EX: 1. Rick Stout (Suz); 2. Mark Barnes (Yam); 3. Steve Davis (Hon).

250 BEG: 1. Kenny Strand (Yam); 2. Scott Parkes; 3. Jim Mobley (Yam).

250 NOV: 1. Ken Miller (Yam); 2. Peter Cervantes (Yam); 3. Brett Weaver (Yam).

250 INT: 1. Todd Schaeffer (Kaw); 2. Mark Branch (Suz); 3. Ron Jones (Hon).

250 EX: 1. Huff Hadley (Mai); 2. Rick Stout (Hon); 3. Arden Hadley (Mai).

OPEN BEG: 1. Howard Hatler (Yam); 2. Chuck Palmer (Yam); 3. Richard Wahlers (Yam).

OPEN NOV: 1. Robert Casper (Yam); 2. Tim Holcombe (Yam).

OPEN INT: 1. Frank Said (Mai); 2. Scott Wilson (Yam); 3. Roy Burton (Suz).

OPEN EX: 1. Jim Lowe (Hon); 2. Mark Page (Mai); 3. Roy Burton (Suz).

SR VETS: 1. Ron Dugan (Yam); 2. Ron Brehm (Yam); 3. Paul Wilde (Yam).

INT VETS: 1. Charles Ramos (Yam); 2. Steve Symanski (Mai).

BS BRIDGESTONE TIRES XXX TRI-CROSS INC

PRESENTS THE

2nd Annual

YAMAHA AMA AMERICAN MOTORCYCLIST ASSOCIATION PRO-AM SUMMER SERIES

$10,000.00 MOTO-CROSS 3 RACE SERIES

INCLUDING $7200.00 PRO-EXP CASH PURSE

30% TROPHIES PLUS 100 BS BRIDGESTONE TIRES TO AMATEURS

REGIONAL CHAMPIONSHIPS

When	SUNDAY SEPT. 9	SUNDAY SEPT. 16	SUNDAY SEPT. 23
Where	PRAIRIE CITY OHV PARK (Hangtown)	SADDLEBACK PARK ORANGE, CA	HURON OHV PARK

PROFESSIONAL PURSE & AWARDS

1800.00 PRO Purse 125-250-OPEN

FULL AMA POINTS

BRIDGESTONE $100. BONUS

With a $100.00 Bonus. If you win your class (125cc, 250cc and Open) using Bridgestone tires, you will receive an additional $100.00 cash from Bridgestone. This offer applies to each of the three events.

PROGRESSIVE PRO & EXPERT PURSE-AWARDS

100% Payback Purse 125-250-OPEN

1/4 ADV POINTS

Bridgestone will award a set of tires to each of the three Expert Progressive Pro winners of the three classes at all three events.

AMATEUR AWARDS

BS BRIDGESTONE TIRES BELL HELMETS

Every amateur class winner at all three events will receive a set of *Bridgestone* Tires. These awards apply to 100cc, 125cc, 250cc and Open class amateur.

Bell Helmets will award a Motostar Helmet to the top Series point accumulators in the 125cc, 250cc and Open class amateurs.

CALL FOR More info. ENTRY FORMS

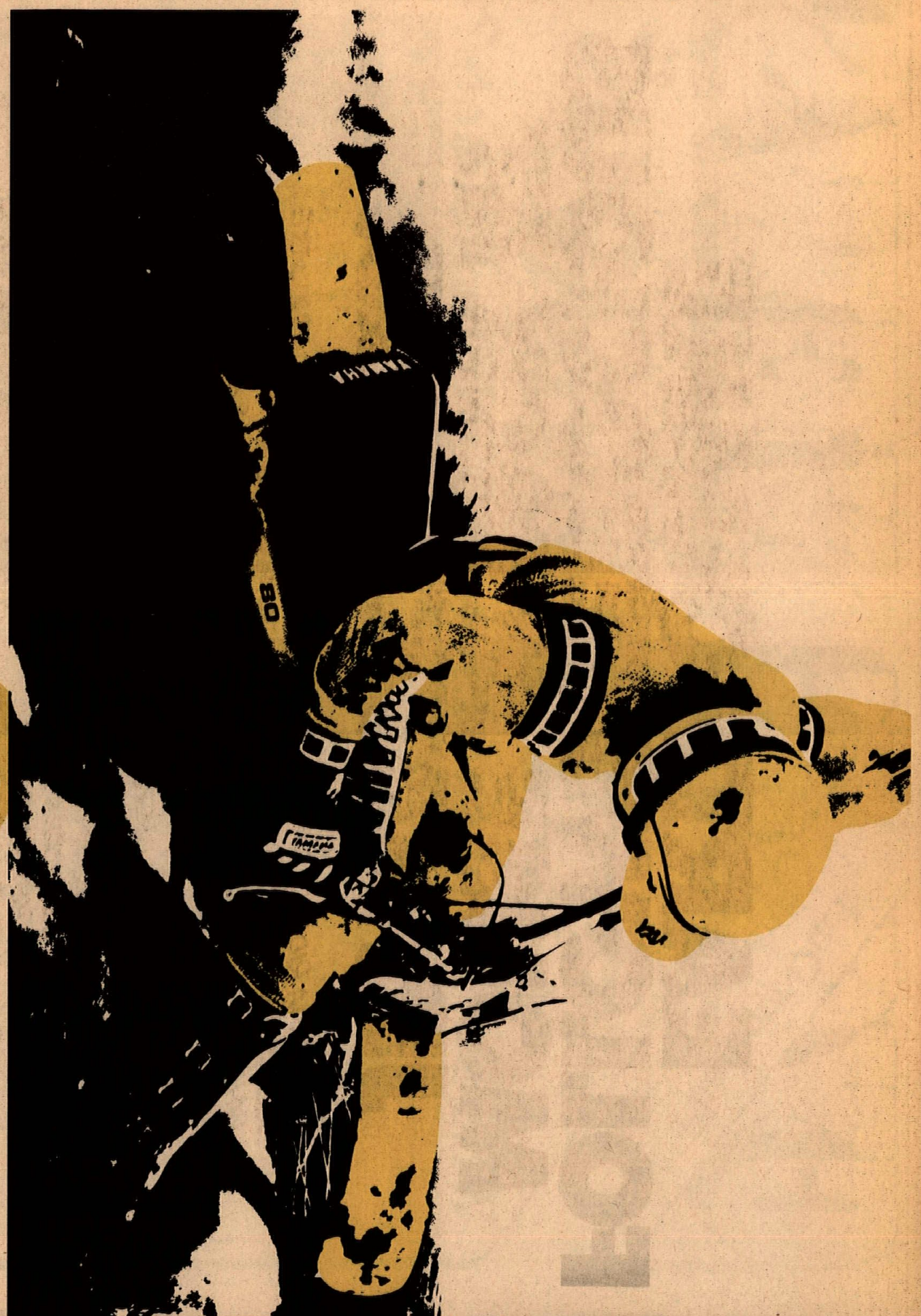
(213) 868-8112 Tue. thru Sat. 10-5

PRO BONUS HEY LOOK!

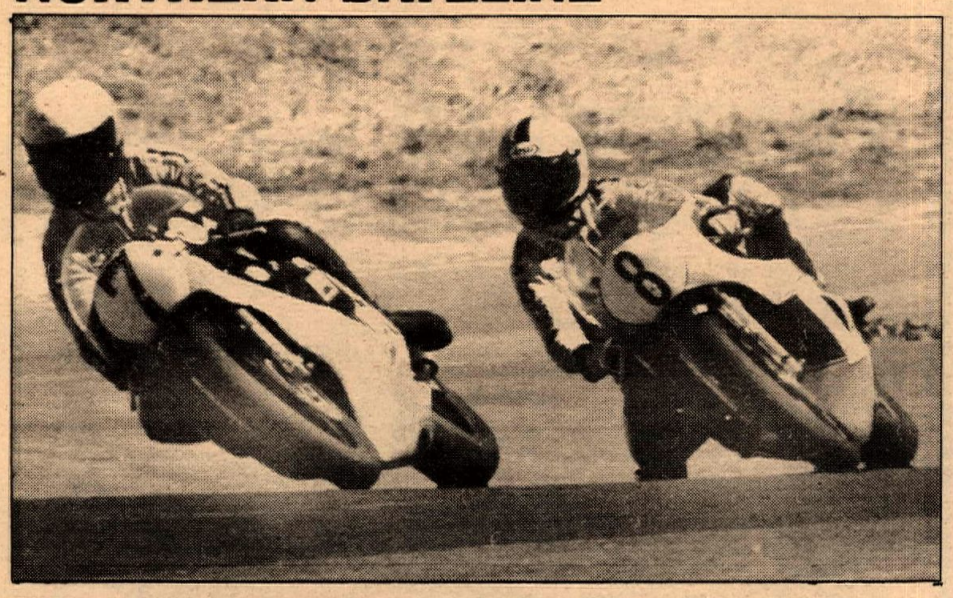
As a result of the three race series, the top two 250cc top two Open and top one 125cc riders will be awarded entry to the Coca Cola Motocross Finals Supercross at Anaheim Stadium, Nov. 17, 1979 (normal entry procedures and fees will be required).

Coca-Cola BOTTLERS Motocross Finals ANAHEIM STADIUM NOV. 17 ANAHEIM, CALIF

YAMAHA
50
YAMAHA


YAMAHA
80
YAMAHA

NORTHERN DATELINE



Gil Martin (7) led Freddie Spencer (8) for one short, sweet lap.

Spencer puts MX to shame.

Spencer blazes to victory at AFM Golden Gate Challenge IV

By Karl Okamoto

SONOMA, CA, AUG. 26

Freddie Spencer, aboard the Howard Racing/Arai/Champion Spark Plugs/Erv Kanemoto-tuned Yamaha TZ750, added another impressive victory to his growing list of 1979 finishes by winning the AFM Golden Gate Challenge IV at Sears Point Raceway. Spencer jetted off the starting line and was long gone before Gil Martin (Yam TZ750) had established himself in second place. "I'd like to thank Howard Racing and Erv especially. The track was a little cooler than this morning, and the wind really helped. I was turning a little faster lap times this afternoon. We were here to get me a little more time on the 750 (Spencer will be an AMA Expert roadracer beginning next year) and we're starting to get ready for Daytona. We were running with restrictors, which makes the bike much easier to ride — it mellows out the powerband."

Spencer's affiliation in the race, as far as North or South AFM chapters were concerned, was in doubt until someone pointed out to him that, "he didn't sound like no Yankee." That settled the question.

Martin was held up for a while, trying to pass Gordy Seim's Kawasaki Z1 with his Yamaha TZ750. "I was behind Seim for the first lap-and-a-half. I think I passed him in turn two, but by that time Spencer was gone." The AFM veteran is still without a backer — "just me and the ol' wallet." Seim found the pace too much and let Gil pass "I had to. I started losing the front tire, so I backed off. But it still handled good!" exclaimed Seim in his usual enthusiastic manner. Al Collins (Eric Heczko/Valley Cycle/ AAMCO TZ 375) also got by Gordy for third place, but had a little more trouble. "I'd pass him and he'd pass me back. Then he started to back off a little so I made a pass and made it stick." The Saratoga, CA resident finished in third. Meanwhile, Steve Sowden (Kaw Z1) and Steve Epstein (NGK Suz GS 1000) were dicing it up behind Gennady Liumbimsky (Harry Hunt TZ250), Newton Hildebrand (Suz GS 1000) and Tom Chew (Smokamoto Racing TZ350).

Participants qualified for the late afternoon challenge on the basis of the 20 fastest lap times taken during the regular club races. The $3000 purse (which was divided among most the classes besides the Challenge) was made up of $2000 from the AFM plus another $1000 from Sears Point Raceway. The front row of the starting grid was a mixture of several AFM classes: Spencer and Martin on Yamaha TZ750's, Gennady Liubimsky on his TZ250, Al Collins on his 375cc Yamaha TZ, and Gordy Seim on his AMA Superbike Kawasaki Z1 rounded out the first row. Although the race was to feature 10 riders each from the north and south chapters, in actuality only seven LA chapter members took on 13 riders from the SF chapter, with the south taking first and second places but only numbering four out of the top 15 finishers.

Fred Winters, AFM number one, again won 125cc GP on his Dunlop/ND Bel Ray Honda MT125R, but not without a tussle with Danny Coe (Phil Schilling/C-A 125). The two racers swapped first and second slots from the second lap until the finish of the race. Winters seemed to have the horsepower advantage, but neither rider could pull away from the other. Jody Nicholas (S&W Honda MT125R), came out of retirement, ("I got tired of sitting around watching") made the trek up from Costa Mesa and finished third.

Open GP featured a visit by Freddie Spencer. The Louisianan started slowly and followed first lap leader Gil Martin for the first one and one half laps. The Shreveport star then took command of the lead and finished first. Spencer was found in the pits after the race, patching up blisters on his hands, "cause you have to hold on so hard. I was just letting the tires heat up the first couple of laps. I didn't realize that the track was so hot. It (the bike) got sideways going past start/finish. I had to come out of the turns more 'straight up' on the 750. The 250 doesn't have that problem." Following Spencer and Martin across the finish line was Al Collins (TZ375).

Open Superstreet was a real barn burner, with Chuck Parme (Kaw Z1) leading the field until mid-race when his brakes began to fade. Steve Epstein (NGK/Suz GS1000) then took over the lead, and Gordy Seim (S&S/Torco/NGK/Bates/Whitestine Racing Kaw Z1) trailed the first two places. On the seventh lap with Epstein leading, Parme couldn't brake hard enough going into turn 11 and almost ran off the track. "Zero brakes," Chuck said later. That was enough to let Seim get by for second place. Meanwhile Wade Boyd (Kaw KZ650) and Ray Roy (BMW R100S) were having a battle of their own farther back in the pack. Then Seim got by Epstein for the lead on the white flag lap and held on for the win. "I hurt my wrist somehow on the start, but it popped back into place right away," said Gordy. Seim and his pit crew, after successfully passing the mandatory post-race noise test, let out a whoop to celebrate his "official" victory.

In other action, Thad Wolff (Yam RD350) won 410cc Production after a seven lap duel with Malcolm Hill (Toomey's Cycle Center/Yam RD 375). Larry Theobald, sponsored by Harold Olsen's T and O Yamaha in Lomita, took top honors in 410 Box Stock, Rob Stabile (Rob's Pool Repair/Yam 250) handily beat Chuck Pace (C-A 175) in 250cc Production and Mark Shelton took the overall and 750cc Box Stock win on his Champion Kawasaki KZ650. Freddie Spencer also won 250cc GP, beating Glen Shopher (Farm House Rest./Shoei/ND/Fairway YamTZ250) and Al Collins (Yam TZ250).

Results

410cc PROD: 1. Thad Wolff (Yam); 2. Malcolm Hill (Yam); 3. Mark Ingalls (Yam).

OPEN SUPERSTREET: 1. Gordy Seim (Kaw); 2. Steve Epstein (Suz); 3. Chuck Parme (Kaw).

250cc GP: 1. Freddie Spencer (Yam); 2. Glen Shopher (Yam); 3. Al Collins (Yam).

0-600cc SUPERSTREET: 1. John Williams (Yam); 2. Marc Salvisberg (Yam); 3. Wayne Montoya (Yam).

SIDECARS: 1. Cleeton/Leggitt (Suz); 2. Roberts/Langford (Kaw); 3. Breese/Morris (Yam).

OPEN PROD: 1. Lee Fleming (Duc); 2. Vance Breese (M-G); 3. Paul Vogel (M-G).

750cc PROD: 1. John Williams (Kaw); 2. Mike Spencer (Kaw); 3. Carry Keoshgerian (Hon).

550cc PROD: 1. Jim Boeckl (Yam); 2. Gary Broeder (Yam); 3. Tim Tingey (Hon).

125cc GP: 1. Fred Winters (Hon); 2. Danny Coe (C-A); 3. Jody Nicholas (Hon).

200cc GP: 1. Jeff Little (C-A); 2. Tom Beisheim (C-A); 3. Gordon Seim (C-A).

100cc GP: 1. Mike McAroy (Kaw); 2. Dusty Behrman (Hon).

125cc PROD: 1. Marc Salvisberg (C-A); 2. Ron Swart (C-A); 3. Greg Overman (Yam).

OPEN GP: 1. Freddie Spencer (Yam); 2. Gil Martin (Yam); 3. Richard Williamson (Yam).

500cc GP: 1. Al Collins (Yam); 2. Tom Chew (Yam); 3. Jack Baker (Yam).

OPEN BOX STOCK: 1. Smylie Kinne (M-G); 2. Ray Roy (BMW(; 3. Fred Koren (Hon).

750cc BOX STOCK: 1. Mark Shelton (Kaw); 2. Steve Gilbert (Hon); 3. Francis Mazur (Hon).

550cc Box Stock: 1. James Dagan (Suz); 2. Doyle Moeller (Yam); 3. Curt Relick (Yam).

410cc BOX STOCK:1. Larry Theobald (Yam); 2. Mark Ingalls (Yam); 3. Paul Leuty (Yam).

CHALLENGE: 1. Freddie Spencer (Yam); 2. Gil Martin (Yam); 3. Al Collins (Yam); 4. Gordy Seim (Kaw); 5. Gennady Liubimsky (Yam); 6. Steve Epstein (Yam); 7. Doug Draper (Yam); 8. Carry Keoshgerian (Hon); 9. Kerry Bryant (Kaw); 10. Newton Hildebrand (Suz); 11. Tom Chew (Yam); 12. Bill Brinkerhoff (Yam); 13. Karl Cleeton (Yam); 14. Gordy Hedemark (Yam); 15. Jack Baker (Yam).

Brumit and Knowlton upstage Pro show at Watsonville

By Gerry Reagan

WATSONVILLE, CA, AUG. 19

Two local boys put on one of the best races of the day at the Ridge Runners M.C. August motocross. Mike Brumit (Hon) and Sam Knowlton (Suz), both of Watsonville, carried on a race-long duel in both motos of the 125cc Novice II class, swapping the lead several times during the event.

In the first moto it was Knowlton leading the pack of 24 riders out into the back section of the twisty track. When they came back into sight again Brumit was hot on Knowlton's tail and on the third lap Brumit found an opening and took over the lead. The moto ended with Brumit in first and Knowlton third after being passed on the last lap by San Jose's Don Poetzsch (Suz).

Knowlton was not going to let that happen again if he could help it. In the second start Knowlton led the first lap with Brumit, once again, close behind as they went into the back section. Brumit had taken over by the time they came back into sight. Knowlton stayed glued to Brumit's tailpipe, looking for an opening all through the front section, then, out in the back section once again, Knowlton found his opportunity and took back the number one spot.

Brumit followed, attempting to get his front wheel inside on a couple of corners but didn't make any daring attempts to pass. When the two went out into the back section once more, everyone figured it would be Brumit in the lead as they came back into view. But Knowlton continued to lead, took the white flag and headed around for the final lap.

As they disappeared out of sight once again, Brumit was close behind the leader. Perhaps he was aware of a special place at the back end of the track where the rider in second had a better opportunity, or maybe he was just lucky enough to find an opening. Whatever it was, Brumit was in the lead as they headed out of the back and down the final straight for the checkered flag. Brumit's two wins gave him the overall while Knowlton had to settle for second. Poetzsch, who was fourth in the second round, took third overall.

Pro riders Larry Wosick and Danny "Magoo" Chandler were on hand to ride against each other in the Open Expert event. A super dice was expected to develop between these two but, much to the dismay of the spectators, that wasn't the case. Neither rider seemed to be in top form and Wosick ended the first moto with a flat tire.

The race started out fine with Jerome Heiberger (Mai) taking the early lead in the second Open Expert moto with Chandler in fourth and Wosick in sixth — a perfect setting for good racing. Wosick made a move early in the second lap and all of a sudden he was past Magoo and up to third. But, after he had put some track between himself and Magoo, Wosick slipped on an off-camber turn and stalled his engine, allowing the stylish Magoo to get by. It was shortly after that when Wosick discovered his rear tire was without any air and he began to slow down. Magoo went on to

catch and pass Heiberger without too much effort to take the moto win.

Wosick decided not to come out for the second moto since he had also experienced bike trouble in the 250cc class and could not get himself mentally into the job of racing. Chandler was back for the second round, and although exciting to watch, he was not very impressive. While he rode with his typical flair, he was not able to pass Heiberger in the second moto and had to settle for third behind a disappearing Dean Wiggins on another Maico.

Twin brothers Lance and Larry Coleman of Stockton put on a good show of riding in separate divisions of the 125cc Novice class. Larry rode to the win in both motos of division one while his brother Lance put in a seventh and first to take third place in the division three event. Both brothers were riding Husqvarnas.

This race was the second to last in the Ridge Runners 1979 season since the track is unusable during the winter months. The next and last race of the year at Watsonville will be held on October 7. Be there!

Results

VET NOV: 1. Michael Williams (Mai); 2. Pat Doyle (Mai); 3. John Fry (Hus).
VET AM: 1. Pete Wosick (Hon); 2. Mike Heiberger (Mai).
VET EX: 1. Jerry Jackson (Mai); 2. Scott Davis (Mai); 3. Bob Collins (Mai).
OLD TIMERS NOV: 1. Kerwin Brown (Hus); 2. Roger Harrington (Suz); 3. Tom Kitajima (Suz).
OLD TIMERS AM/EX: 1. Johnnie Hall, Am (Yam); 2. Bill McClinton, Ex (Yam).
100 NOV: 1. Darryl Anthony (Yam); 2. Curt Hansen (Suz); 3. Bill Jones (Suz).
125 NOV I: 1. Larry Coleman (Hus); 2. Mark Hamblin (Hus); 3. Jack Barton, Jr. (Yam).
125 NOV II: 1. Mike Brumit (Hon); 2. Sam Knowlton (Suz); 3. Don Poetzsch (Suz).
125 NOV III: 1. Rich Goldberg (Suz); 2. Brian Bowen (Suz); 3. Lance Coleman (Hus).
125 AM: 1. Bob Leipelt (Suz); 2. Jeff Nichols (Yam); 3. Rick Rinaldi (Hus).
125 EX: 1. Jeff Watts (Suz); 2. Mike Preston (Suz); 3. Brad Harrison (Kaw).
250 NOV I: 1. Larry Slate (Hon); 2. Jim Domenighini (Hon); 3. James Lenke (Mai).
250 NOV II: 1. Vince Regan (Hon); 2. Kirk Woods (Hon); 3. Mike Muldoon (Yam).
250 AM: 1. John Beeman (Hon); 2. Kevin Hildebrand (Hon); 3. Rick Lane (Mai).
250 EX: 1. Dan Turner (Kaw); 2. Jeff Watts (Hus); 3. Jim Ellis (Suz).
OPEN NOV: 1. Dene Dale (Suz); 2. Steve Hartshorn (Mai); 3. Terry Mark (Suz).
OPEN AM: 1. Rob Stuart (Hus); 2. Steve Kusanovich (Yam); 3. Gary Fargo (Yam).
OPEN EX: 1. Jerome Heiberger (Mai); 2. Danny Chandler (Mai); 3. Dean Wiggins (Mai).

Wood doubles up at Oasis Raceway

By Bill Constable

CLEAR LAKE, CA, AUG. 19

A pleasant fall day attracted the largest crowd yet to Oasis Raceway. Over 200 racers showed up for a reversed program and track.

Round one lined up the Vets and Old Timers with all classes combined. Bob Mars, Vet Experts, (Mai) got the top spot; Len Porter, Vet Novice of Fortuna (Kaw) garnered two firsts for the win in his class; John Korntued, Junior Old Timer, from Santa Rosa won his round and Nick Norton, an ex-local from Orangevale topped out the Novice Old Timers.

Colin McDonald of Petaluma (Yam) beat out the Open Juniors for the number one spot while Pat O'Donnell (Mai) from Penn Valley chased Expert leader Dave Wood (Yam) all over the 1.5 mile track and came up with a pair of seconds.

Ron Sturgeon (Mai), Mark Peterson (Mai) and Doug Little (Bul) led the Open Novices in round one to come in 1, 2, 3; Sturgeon earned the overall win.

After almost losing to Danny Dennis in the second 250cc Expert round, Dave Wood (Yam) came through again for the top spot. Steve Vickers (Hon) nailed second while Joe McCrummen (Hon) beat out Jim Sylva (Mai). Their performance was incredible!

In 250cc Novice Division I action, the Ambrecht brothers from Clearlake Park nailed first and second on their Suzukis while Wade Snodgrass, the Redding Rocket, tagged third in an unbelievable race. Maybe Snodgrass will collect on his bet next time.

A combined 100cc Novice/100cc Mini/Powder Puff effort saw Kelly King from Oroville top the Powder Puffs on a Suzuki; 100cc Mini Mike Medrano jumped on a first with his Suzuki. Novice Brian Peterson, all the way from Burney, (Suz) landed 100cc numero uno.

Four Suzukis raced for the 125cc Junior/Expert bucks: Bill Carlson, Chalma Roberts, Ken McKenzie and Chris Trapp. Citrus Heights' Chalma Roberts took it all with no second place winner. In the 125cc Juniors Robert Presley (Suz) had a tough go against John Frampton of Modesto on a "Big Dog"(?) for first. Fred Edwards got a third.

Results

50-60 MINIS: 1. Ronnie Del Re (Suz).
70-80 NOV MINIS: 1. Don Church (Kaw); 2. Eric Cavaliere (Yam); 3. Sean Duncan (Kaw).
70-80 JR MINIS: 1. Kenny Roberts (Yam).
100 NOV MINIS: 1. Mike Medrano (Suz).
100 NOV: 1. Brian Peterson (Suz); 2. Tim Hackett (Suz).
125 NOV DIV I: 1. Mark Ramlow (Suz); 2. Mark Rockson (Suz); 3. Richard Washburn (Suz).
125 NOV DIV II: 1. Kevin McMahon (Suz); 2. Berkeley White (Suz); 3. Troy Decoque (Hus).
125 JR: 1. Robert Presley (Suz); 2. John Frampton.
125 EX: 1. Chalma Roberts (Suz).
250 NOV DIV I: 1. Dennis Ambrecht (Suz); 2. Steve Ambrecht (Suz); 3. Wade Snodgrass (Hon).
250 NOV DIV II: 1. David Churchill (Mai); 2. Peter Yoho (Hon); 3. Mark Strain (Hon).
250 JR: 1. Beau Magly (Yam); 2. Marco Stanley (Hon); 3. Sam Foord (Hon).
250 EX: 1. Dave Wood (Yam); 2. Steve Vickers (Hon); 3. Joe McCrummen (Hon).
OPEN NOV: 1. Ron Sturgeon (Mai); 2. Mark Peterson (Mai); 3. Richard Caldwell (Mai).
OPEN JR: 1. Colin McDonald (Yam).
OPEN EX: 1. Dave Wood (Yam).
POWDER PUFF: 1. Kelly King (Hon).
VET NOV: 1. Len Porter (Kaw); 2. David Warren (Suz).

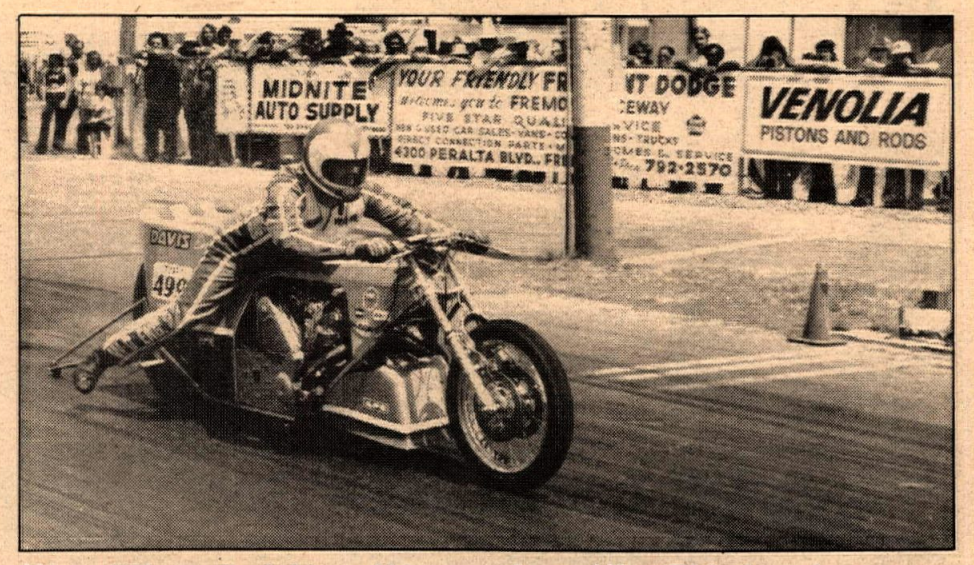
National records re-written at Dragbike Western Nationals

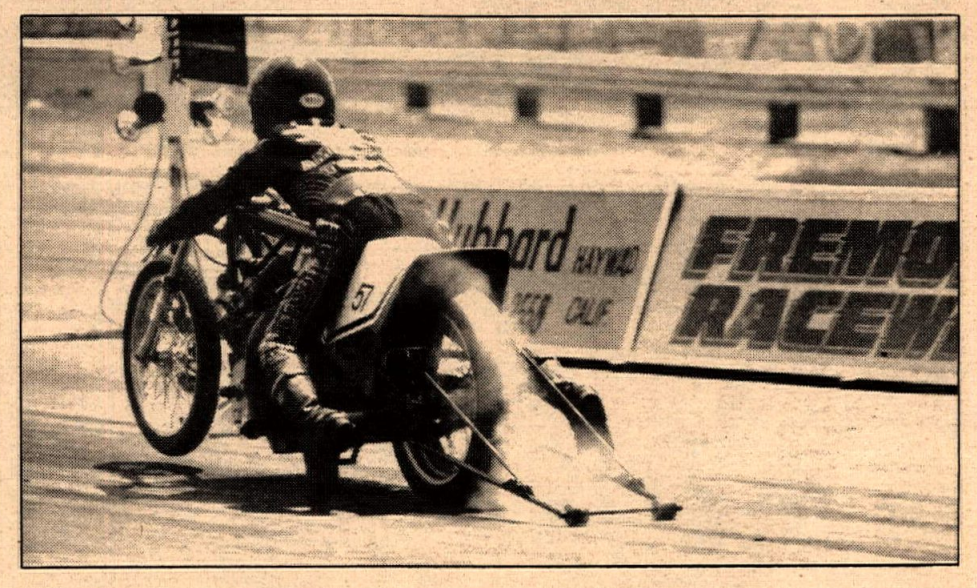
By Ron Martin

FREMONT, CA, AUG. 18-19

Nitromethane, Castrol R, Blendzall, burned rubber and other smells of horsepower were in the air. Fremont Raceway was hosting the Western Nationals, sponsored by *Dragbike Magazine*. The 100 plus entrants were allowed to run to their heart's content as this year's event was expanded to two days in order to allow every racer to get dialed in for some great racing. Bunches and bunches of National records fell by the wayside as the west coast racers taught the guys from the east how it's done in California.

Fremont has always been a fast track and it was good to everybody with the exception of three riders who crashed at the top end, all over 100 mph, during the course of the weekend. Clyde Rawlings of Fresno was the first one to test the asphalt "cushion." His evil handling Harley fueler came untracked and Clyde's fractured ankle should keep him out of his competition's hair for a day or two. Gary Hemsley's spill at 152 mph resulted in a broken collarbone. Gary came out from Las Vegas. The third rider downed was Kevin Elliot from Phoenix. We had no official word on Kevin's injuries, but he walked to the ambulance under his own power, so that's a good sign. According to *Dragbike* promoter, Jack Dolan, this was the first race meet in seven straight that there has been an accident of any type.





(Above) Wayne Davis blasted his supercharged Kaw Z1 fueler to low e.t. at Fremont. (Below) Pee Wee Gleason gassed the Z1 Turbo through the paces for the win.

Dennis Dean of Denco shattered the Ultra Stock 750 record on a Honda. Dennis, after a three year layoff, is back into his leathers again. Denco has just recently signed a racing contract with Honda Motors and is officially "Team Honda Drag Racing."

Wayne Davis of Azusa, CA, piloting a supercharged Kawasaki fueler qualfied as number one in the Top Fuel category. Davis' run of 8.24 was also low e.t. of the meet. He also ran away with top mph of the meet with an astounding pass at 172.08. All this on a single engine machine! Not to be outdone, Pee Wee Gleason of Tustin, CA ran an 8.75 to qualify. The amazing thing about this is that Pee Wee did it on gasoline. The American Turbo-Pak Kawasaki out of Kosman Specialties in San Francisco, was a real "sleeper."

By the time the last few rounds of competition were run, the action was fast and furious. Competition Eliminator semi-final brought two Kawasaki riders to the line as Lamond Hurst out of Las Vegas faced J.J. Johnson from New Jersey. However, Johnson's machine lost fire and Hurst motored to an easy win with a 10.67. The other semi was Honda vs. Kawasaki. Rick Stetson came all the way out from Marlboro, MA to meet Dick Emmons from Las Vegas. Both riders went charging at the green, but Emmon's big Z1 took the win light at 10.99. Later in the final, the two Vegas riders faced each other. Emmons took advantage of Hurst's bobble at the line to nip him 9.77 to 10.07.

Pro Stock class had only two entrants, so Terry Henry of Sacramento and Larry Cook from Portland rolled their Z1's out to do battle. Cook must have been listening to the stories about Henry's winning ways because when the tree went to green, Larry came out with the most spectacular wheelie ever. Only some great riding saved him from being another downed rider of the day. Naturally, Henry took the win with a 9.49 at 138 mph.

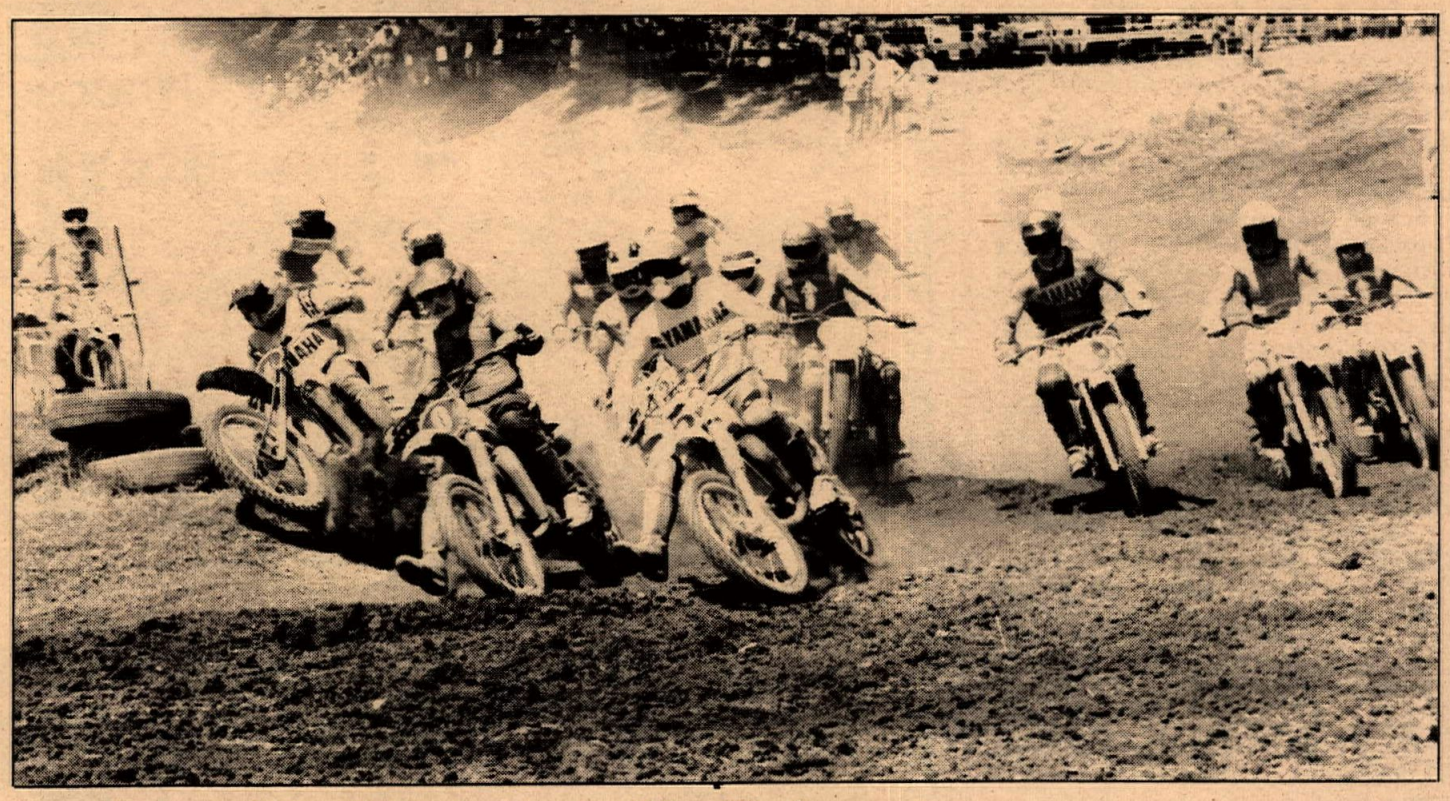
Ron Webb and Bob Burdick worked their way through the ranks to pair off for the final in the Pro Comp bracket. Burdick, from Fremont, and Webb all the way from Anchorage, Alaska, were both Kawie mounted. As the two streaked by the big end, Burdick sent Webb back to the AlCan Highway with a 9.49 to the loser's 9.73.

Super Eliminator brought out some super competition. Wayne Holden brought out the big A-Fuel Kawasaki from Shingle Springs to line up with Dee Gennung on the Harley-Davidson of Hayward entry. Gennung got the holeshot on Holden, but the Kaw's horses brought on the charge at the other end. Holden's 8.50 at 166.05 nabbed both ends of the National records for A-Fuel. Gennung's losing time was 9.89 at 102.0. Next out of the gate was Gordon Kateley on a blown alky Kawie, taking a solo pass when Loring Sollander's alky Laverda broke.

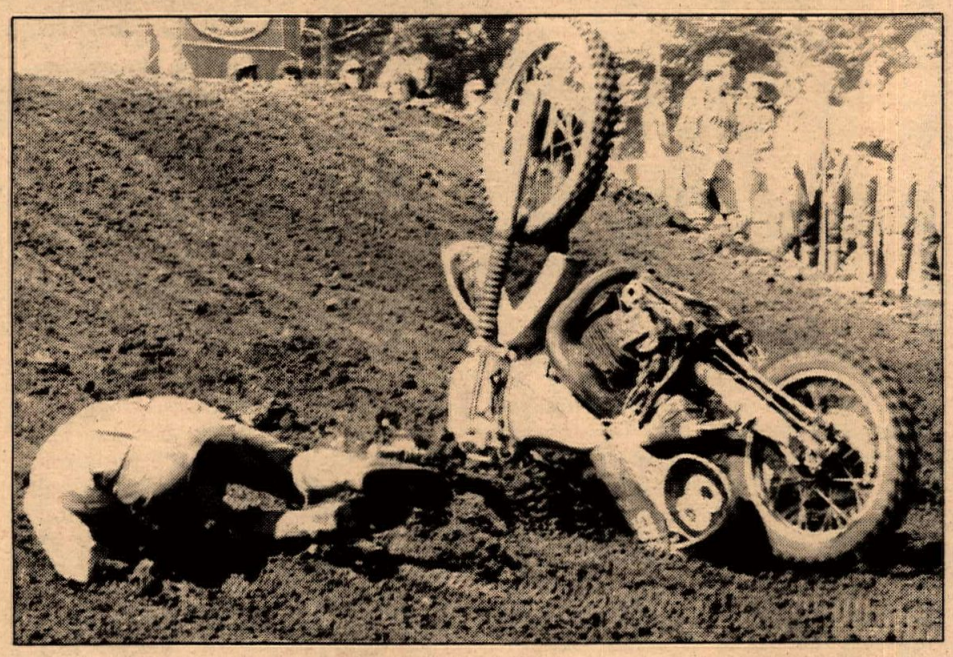
"Squeaks" O'Connor of Anchorage "squeaked" out a win over Ron Fringer of Santa Fe Springs, 9.15 at 155 mph to 9.30 at 144.2. Again, both riders were on Kawasakis. Randy Snyder of Whittier completed the round with a solo pass on a...yep, you got it... Kawasaki.

The semis had Holden again overcoming a great holeshot and putting it to Kateley 8.65 at 139.25 to

NORTHERN DATELINE



(Above) Washougal's first AMA National Amateur MX qualifier drew some heavy competition. (Below) Chris Selnes keeps looking for the fast line.



9.54 at 139.85. O'Connor did in Snyder 8.69-159.85 to 9.10-159.29.

The final was somewhat anti-climactic when Holden came up with a broken magneto and O'Connor soled for the win.

The last race of the weekend was a real ground-thumper. Davis was to face off with Gleason. Davis fired the fueler and it sounded as fierce as a funny car. Gleason lit the whisper-quiet Turbo and burned out halfway down the strip. Both riders staged ever so carefully and then came the green. Two diggers shot out of the hole as one blurred machine. One hundred yards out and they were spoke to spoke. Then, little by little, Davis' monster started to edge over to the center line dividing the two lanes. Davis had to cut the power enough to straighten it up and Gleason was by for the win, 8.49-165.44 to 9.04-158.00.

Spectator attendance was good and the number of Pro entries was double that of last year's race. *Dragbike* has guaranteed a third race for Fremont next year.

Results

YOUTH ELIMINATOR: 1. Jon Ciauri (Yam); 2. Jeff Andrews (Yam).
ET BRACKET 1: 1. Cap'n. Queeg (Hon); 2. Mike Andrews (Kaw).
ET BRACKET 2: 1. Vince Testa (Kaw); 2. Ira Kimball (Hon).
TROPHY BRACKET: 1. Ray Arena (Tri); 2. Nick Hronez (Hon).
STOCK ELIMINATOR: 1. Art Adams (Kaw); 2. Dale Walker (Hon).
MOD ELIMINATOR: 1. Lenny Dean (Kaw); 2. T.J. Jackson (Kaw).

Jorgensen grabs gold at Hills Ferry ST

By Lionel Nunes

NEWMAN, CA, AUG. 18

At the request of the Expert riders Hills Ferry Speedway is now featuring a money race. No points, no heats, the first 12 riders that sign-up draw for positions. Last weeks winner was Kim Jorgensen, second went to Craig Scroggins who took it away from Pat Seigle just a few laps from the end.

The regular program had over 150 riders in spite of the fact that the national qualifier was being run the same night. Even with the regular point shooters like Doug and Kurt Chandler, Arron Hill, and Chris Carr missing from the program, there were good size classes even in the minis. The track has a campaign going on this summer to encourage new riders into this sport; 50% trophies for all Novice classes. With 22 riders in the 250cc class that meant 11 trophys for a 12 man main. For the Mini bike Experts, who now have more trophies than they can appreciate, the track is offering, to the winners only, a $25 United States Savings Bond.

Hills Ferry is winding up its six race series on Labor Day week-end with two days of racing, Sunday night Sept. 2 and Monday day Sept. 3. Refreshments will be provided for those staying over at the rivers edge for a short midnight celebration. The next day will determine the High Point winners of the five week Summer Series at HFS and the Labor Day weekend series starts Friday night at Lodi Cycle Bowl, Saturday night at Pioneer Arena, Sunday morning at Salinas Airport, then winds up at Hills Ferry Speedway Sunday night and Monday.

Three weeks later Hills Ferry will hold its first Benefit Race. Saturday Sept. 22 will be the first annual benefit race with proceeds this year going to the West Side Community Hospital Emergency room. This should be the biggest event of the year with the local community supporting and promoting it. Extra features include a BMX bicycle motocross race in the morning and a special helicopter ambulance which will not only be there on stand-by for the motorcycle races but will also be giving rides that afternoon. Donations are being collected for the trophies and excess funds will go into the semi-pro payback. A special moped race is being planned for the members of the committee. As the last event of the summer, this is one you will not want to miss.

Pless sets hot pace at Washougal

By Action OZ

WASHOUGAL, WA, AUG. 12

Steve Pless and Kawasaki put it all together for Washougal's first AMA qualifier. When the 125cc Expert class (AMA Amateurs) roared off the line Phil Larson (Kaw) put his green machine in the lead, but by lap two, it was the yellow of Yamaha and Tim Michletsch who blasted by the lap counters. Tim held the position and was motoring away at the five lap marker when he had a chain go south. Larson was still there and took command for two laps until Steve Pless, riding for Cycle Sport jammed into the lead and was gone. Five laps later he took the first 125cc moto win while Mike McCormick, Santiam Yamaha, rode a smooth and consistent moto to finish second and Dennis Ostriem, on a Suzuki from Mid Valley, motored to third. Perry Scott (Suz), after a mid-pack start, fairly flew his way over and through the competition to garner fourth.

The second 125cc moto was almost a complete repeat of the first. Michletsch (LOP and K & B Yam) turned in six first place laps before he again suffered mechanical woes and that was it for him. This time, Pless was right there and the lead was his. McCormick got a decent start and stayed in contention as Mike Hurlbert, down from Bellingham, held on to third. Overall tallies for the 125cc riders went to Steve Pless, Mike McCormick and Dennis Ostriem with Art Key picking up the fourth spot.

The 250cc class also had to match Pless' pace as he continued his winning ways. The green matched the blur of the trees as he railed his way to the first moto win. Rick Benek, from Tacoma, on a Honda was a strong threat to spoil Steve's chances as he never let up to the flag. Clay Azar sped his Yamaha into contention and they trailed the track to the flag. It was anybody's moto when Phil Larson (Kaw) came up to add more pressure but Azar took the flag ahead of Benek for the 1-2-3 finish.

The second moto saw Pless dive into the first turn, gun it to the wire for the win and his second overall win for the day. Azar (Yam-LOP) had to rev his way to second through some hot traffic — Kevin Jansen (Kaw), Mike 'Hurlbert (Kaw), Andy Tudor (Suz), and Arne Hettman (Hon-LOP). The third place went to Rick Benek on his Honda. The overall order was Pless, Benek and Azar with Phil Larson taking fourth.

The Open class had a celebrity in its midst. Ron Sun, home for the weekend again, tutored the locals with his ability, despite a very sore neck. Clay Azar (Yam) kept him company and Ron never got too far away from him. Eric Eaton (Mai) managed a second place in the second moto which helped bring his overall up from a sixth in the first moto. Ray Weaner, down from Kent on a Husky, was right in the thick of things and came in fourth overall.

Ron Sun beamed brightly today for the win as Clay Azar basked in the brightness with a solid second and Eric Eaton wasn't too far back in the shadows. ●

Results

PEE WEE: 1. Greg Warner (Suz); 2. Roger Ladd (Suz); 3. Kevin Seiler (Suz).
MINI NOV: 1. John Wilson (Suz); 2. Jeff Miles (Suz); 3. Randy Hart (Suz).
MINI INT: 1. Jay Collins (Yam); 2. Darren Monen (Suz); 3. Duane Foster (Yam).
MINI EX: 1. Mike Larson (Kaw).
100 CLASS A: 1. Duane Seiler (Suz); 2. Mark Sather (Suz); 3. Bud Dilday (Yam).
100 CLASS B: 1. Ron Byle (Suz); 2. Kenny Miller (Yam); 3. Bob McCuin (Yam).
125 NOV A: 1. Glen Rose (Suz); 2. Gregg Glass (Hon); 3. Chris Yates (Suz).
125 JR B: 1. Scalt Pezl (Hon); 2. Larry Hoffman (Yam); 3. Dan Clark (Kaw).
125 INT A: 1. Kevin Ford (Suz); 2. Chip Chapman (Suz); 3. Marlin Hall (Suz).
125 INT B: 1. Kurt Stevens (Suz); 2. Don Wooding (Yam); 3. David Roestal (Hus).
250 NOV A: 1. Scott Bergeren (Hon); 2. Mike Smothers (Yam); 3. Steve Love (Suz).
250 NOV B: 1. Lawrence Keller (Yam); 2. Clay Belmont (Hon); 3. Jack Bailey (Suz).
250 INT: 1. Bob Cicerchi (Yam); 2. Jeff Morrow (Hon); 3. Bob Kaser (Yam).
OPEN NOV: 1. Richard Kelley (Mai); 2. Scott Doubransky (Suz); 3. Randy Artman (Yam).
OPEN INT: 1. Rich McUne (Hus); 2. Tom McIntyre (Yam); 3. Rick Lago (Mai).
30-40: 1. Rich McUne (Hus); 2. Richard Kelley (Mai); 3. Bob Kasar (Yam).
O.T. JR: 1. Jim Geddes (Suz); 2. Gene Ford (Yam).
O.T. SR: 1. Bill Naylor (Yam); 2. Eric Burkinshaw (Suz).
125 PRO: 1. Steve Pless (Kaw); 2. Mike McCormick (Yam); 3. Dennis Ostrinen (Suz).
250 PRO: 1. Steve Pless (Kaw); 2. Rick Benek (Hon); 3. Clay Azar (Yam).
OPEN PRO: 1. Ron Sun (Hus); 2. Eric Eaton (Mai); 3. Clay Azar (Yam).

Central Pipeline

Burke outshines Mother Nature at UTE Cup

By Keela Wicker

COLORADO SPRGS, CO, AUG. 18-19
The 10th Annual UTE Cup, held in the Pike National Forest, outside of Colorado Springs, was designed as a challenging two day mountain event for all R.M.T.A. members, except the Novice class. It is also open to any out-of-state rider who has not competed in the Championship class in the National series. This event was organized by Bill Brokaw, of Colorado Springs, who took top honors in 1970 and 1971.

Approximately 125 riders signed up for the popular mountain challenge and this trial, as many others, had its share of problems. The club had hosted an International Trials event just two months earlier. They also had to contend with good "ole" Mother Nature who showed some of her "it's not nice" stuff. Things got a little confused on the first day — there was no riders' meeting to tell you what number out you were.

The first rider did hit the loop at 8:00 a.m., and by the time the last rider headed out, the rain had started to fall. The early riders held a slight advantage as the rain turned to sleet, then hail, and finally snow, as they climbed higher up the mountain. Most of the sections were at 10,000 to 11,000 feet and the view was the nicest thing on the mountain that day. There were mixed feelings about the 20 mile loop; but everyone did agree on how bad the weather was. It did take its toll on the riders as about 40% of them were either disqualified because of time or quit because of adverse conditions.

The sections this year were more difficult than in the past and there were early problems with checkers. "Wild" Bill Milliken of Missouri got to section four only to find no checker, so he decided to stay and check the seciton for the day. The end of the first loop saw Bill Burgener leading by a small margin of four marks over David Burke. The second loop was much more demanding, the weather had turned extremely cold and the rain/snow showed no signs of letting up.

For the last few years the UTE Cup has added a coveted "Bog Award" to be presented to the rider who makes the most spectacular crash in the section. This year the award went to Colorado's Stan Blaz who performed a beautiful over the handlebars dive.

At the end of the first day Burke and Burgener had traded places in the standings. Burke was ahead by a margin of four marks.

The riders who made it through the first day and had thawed out in time to ride the second day were in for a treat. The sun was shining and there were no clouds in sight. The long loop was easier on the riders, which helped to save their strength for the sections. The second-day sections were more up to the tradition of the UTE Cup. There were a few comments on how tight the sections were as there was usually only one good line to choose. There were a few sections where if you made a wrong turn you were going to be in big trouble.

David Burke had a tremendous day, losing only 20 marks which was 11 better than his closest competitor, Bill Burgener, who lost 31 for the day. This is a day Burke will long remember, not only because he was the overall winner of the event, but also because he became the first man to win the UTE Cup three years in a row. Other than Burke, only Bill Brokaw has won the event more than once. The trial will also be remembered as one of the coldest in UTE Cup history.

All of the riders who finished the event deserve a special award as the trial demanded much more than mere skill. It was physically and mentally demanding.

Frank Oldroyd was the only woman entered in the event. This gutsy lady completed the two days and shows a lot of promise for trials to come. Maybe we have another Debbie Evans Leavitt riding around?

Results

1. David Burke (78); 2. Bill Burgener (93); 3. Morgan Kavanaugh (107); 4. Eric Barber (117); 5. Chuck Sutton (127); 6. Dale Malasek (144); 7. Dale Higginbotham (151); 8. Doug Bradbury (157); 9. Greg Kurtz (157); 10. Gary Baughman (157); 11. Wiltz Wagner (158.7); 12. Guy Bodin (159.3); 13. Ray Hatfield (159.8); 14. Mike Stokes (161); 15. Bruce Carver (162.9); 16. Tom Thompson (164.1); 17. Mark Stevens (171.4); 18. Tom Hedwell (186.8); 19. Bill Schaff (188.7); 20. Ross Kennedy (191.1).

TEAM AWARDS

R.M.T.A.: 1. Burke, Hedwell, Gardner; 2. Kavanaugh, Barber, Blaz.

OUT OF STATE: 1. NEW MEXICO, Sutton, Higginboth, Kurtz; 2. MISSOURI, Malasek, Hopkins, Carver; 3. WISCONSIN, Wilcox, Cooper, Heider.

EX: David Burke.
ADVANCED: Eric Barber.
SR: Wiltz Wagner.
INT: Kevin Walker.

(Above) Fran Oldroyd, the only female entry at RMTA's Ute Cup, put in a hard two days. (Below) David Burke took top honors for the third year in a row.

Cochran leads Louisiana rout of TSCE enduro qualifier

By Denman Shaffer

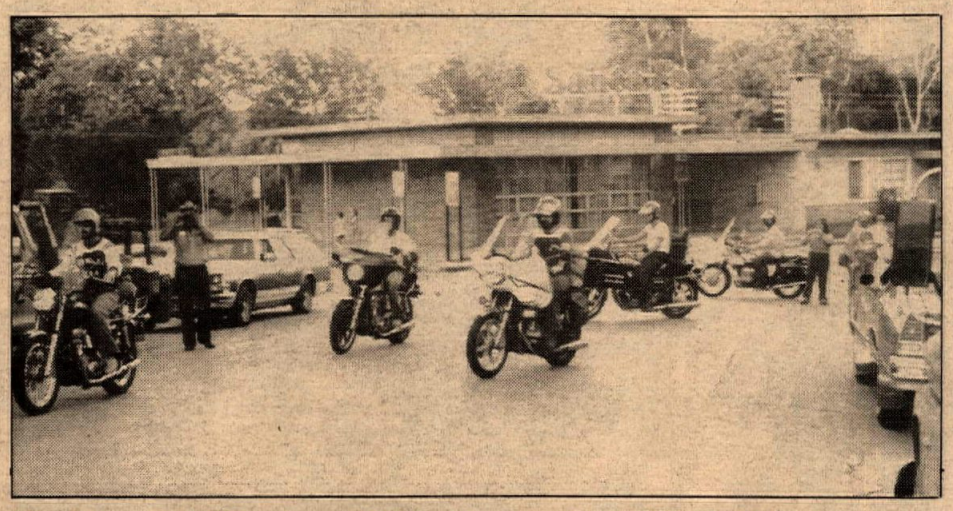
SCOTTSVILLE, TX, AUG. 19
Kenny Cochran, aboard a borrowed Husqvarna WR360, posted a perfect zero score to lead a near sweep by Louisiana riders of the Scottsville Enduro held in the piney woods east of Marshall, TX. Laid out by enduro veterans Carlisle Langley and Don Bolander, the event was the newly formed Scottsville Enduro Club's first effort, and was a qualifying run for admission to the Texas State Championship Enduro Circuit (TSCEC) Championship Series for the 1979-80 season. With land for enduro use scarce, Langley and Bolander enlisted the aid of the Scottsville Volunteer Fire Department in convincing land owners to grant permission for use of property. The Scottsville club donated all proceeds from the run to the Fire Department for use in purchasing equipment, which will in turn benefit the entire community.

Overall winner Kenny Cochran led a large contingent of riders from Shreveport's Dusty Wheels MC who scored well. Dusty Wheels members claimed nine trophies, including the Overall by Cochran, Overall B by Ronald McDonald (real name), and Open A and Open B by Danny Flint and Jim Taylor. Other class winners included Texas Circuit Chairman Roy Pool in 200A, Craig Carlisle in 250A, and Shreveport Pelican Enduro Club member Skippy Luse in the Senior class. Cochran is a AA rider on the Southern Enduro Riders Association (SERA) circuit which runs in the deep south from Louisiana to western Alabama. His Husqvarna (as were eight of the nine winners from Dusty Wheels) is tuned by John Tucker at Cycle Specialists in Shreveport, LA.

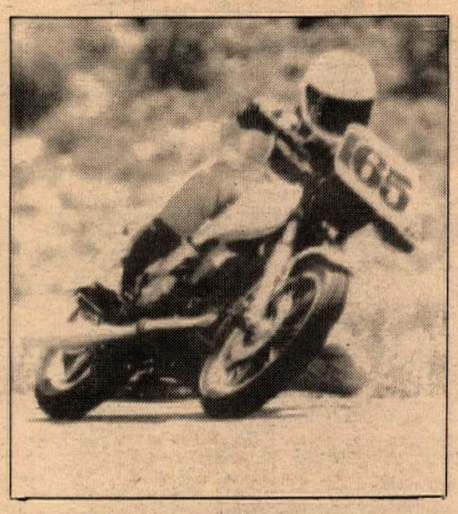
The 65 mile course consisted almost entirely of tight woods and was run at speed averages of 12, 15, and 18 mph. A cool and foggy Sunday morning combined with a starting average of 12 mph and several resets, had many riders laughing about the ease of staying on time. However, the fog lifted, the sun came out, the resets disappeared, the speed averages increased, and only Cochran of the 173 starters was able to zero the course. Well placed checkpoints placed a premium on timekeeping ability during the early going, with the second check at 20.9 miles catching 65 riders hot. As the day wore on, riders began to tire from the heat and twisting trails. The final 16 miles at a slow 12 mph average was more than most could maintain.

At the conclusion of the well organized event, TSCEC chairman Pool gave his stamp of approval for the run to be officially entered in the Texas Circuit for May 4, 1980. The Scottsville Enduro Club should be commended for an excellent first time run. Louisiana riders, many of whom ride the Texas circuit, are especially appreciative for the hard work of Bolander and Langley in bringing a sorely needed TSCEC Enduro to the East Texas area.

Central Pipeline



Members of the Wheelsport MC head out on their 1000 mi., 24 hr. run.



Ricky Orlando breaks away at MRA.

Results

OVERALL: 1. Kenny Cochran (Hus) 0.
OVERALL B: 1. Ronald McDonald (Hus) 3.
OVERALL C: 1. Gene Cooley 5.
OPEN A: 1. Danny Flint (Hus) 1; 2. Clift Norris (Hus) 1; 3. Jim Krause 2; 4. John Boring (Hus) 3.
250 A: 1. Craig Carlisle 2; 2. Jim Edward 3; 3. Jack Norton 4; 4. Guy Burkheart 4 5. Brooks Blair 6.
175 A: 1. Roy Pool 1; 2. Barry Franklin 7; 3. Harold Junkett 10.
125 A: 1. Ken Chester 7; 2. Dave McClendon 46.
OPEN B: 1. Jim Taylor (Hus) 5; 2. Jim Norris 9; 3. John Neilson 10; 4. Perry Nettles 22.
± = ° B: 1. Rick May 5; 2. Glen Wilson 7; 3. Art Martin (Hon) 7; 4. David Price 13; 5. Sonny Martin (Hus) 13; 6. Paul Peyton (Hus) 15; 7. Ray Fulco (Hus) 15.
175 B: 1. Bob Clay 6; 2. Blair Collins 6; 3. Denman Shaffer (Yam) 7; 4. Gary Horton 7; 5. Randy Thrasher 17.
125 B: 1. Alvin Caywood 6; 2. Dave Meers 8; 3. Curtis Thurman (Hus) 11.
0-200 C: 1. William Britt 13; 2. Johnny Doss 13; 3. Jim Lanquist 13; 4. Bob Stowe 19; 5. Don Fuller 21.
OPEN C: 1. Eddie Doss 9; 2. James Powell (Hus); 3. Boyd Young 13; 4. Charles Raylings 19; 5. Larry Toms 21; 6. Barry Toms 21.
JR: 1. Kevin Toms 18; 2. Ryan Rodererg 26; 3. Tommy Burns 40; 4. Tim Fielden 40; 5. Brian Bland 53.
POWDERPUFF: 1. Brenda Pratt 23; 2. Debra Stowe 23; 4. Helen Bivin 156.
SR: 1. Skippy Luse 14; 2. Dale Little 15; 3. Jim Norris 24.
SUPER SR: 1. M.d. Youngblood 15; 2. James Norris 38.

Jorski awesome at Aqua Fest MX

By Karel Kramer

AUSTIN, TX, AUG. 4

Four full classes of Experts and Intermediates, plus a giant helping of mud, made for great motocross Saturday night as Oklahoma hotshoe Trey Jorski ran off with three of his four motos.

The 125cc Experts slithered off the line for a banzai run to the first turn that left "sometimes" national rider Jorski with an all important holeshot on the one line mud track. Two of the best Pros in central Texas, Mickey Pizzatola (Hon) and Ricky Glaser (Yam), followed Jorski out of the turn but could not hold the pace. Jorski took his very stock looking Kawasaki 125 to the flag with a good lead but things were not so settled in second and third. Glaser wasn't giving Pizzatola a moment's rest, and he couldn't get past until the end of the moto when he chanced swooping to the inside through the deep mud and made his pass stick. Glaser finished second and Pizzatola third.

The second 125cc Expert moto found Jorski (Kaw) leading again. This time Austin rider Frank Tello (Cycle Perf. Suz) was in tow with Glaser third, again, and not liking it any better this time around. Glaser attempted to pass Tello for the next five or six laps and a mistake by Tello finally let him get by while Jorski waltzed into the distance. Jorski fell twice, but even that wasn't enough to let Glaser close enough to seriously challenge. Glaser earned second overall and John Bersch (Hon) was third due to some consistent riding and the poor second moto finish of Pizzatola.

The 250cc Experts looked to be a rerun with Jorski and Pizzatola riding both classes, but the first moto turned out to be the best action of the night!

Jorski (Kaw) showed the troops that you don't have to be first to the turn to leave first; as he left first and just kept leaving! Greg Howard (Suz), in second, was the only new face in the top three with Mickey Pizzatola (Hon) in third. By mid-moto Mickey was knawing on Howard's fender (eventhough his Suzuki looked more suited to the mud) and their battle was helping them both to close the gap on Jorski who went down without losing any places. With the gap gone Jorski pulled out the stops but Howard already knew his lines and all three of them were tearing up the track.

Jorski made a serious mistake under pressure and went off the track at the top of the hill. He re-entered the race back in third. Howard now had the lead, the only Expert, so far, to lead a moto besides Jorski. Howard started riding like he was being chased, probably because he was. Pizzatola was really putting the heat on Howard and Jorski was getting close enough to put the heat on Mickey.

Mickey, not being so nice to Howard, was using every move in the book to get by Greg who was showing the strain. Coming into the last turn Howard turned too soon and missed the berm. His front wheel washed out and he hit the berm but it broke. A burst of the throttle tossed him over the last jump sideways for a tremendous save and the win! Pizzatola ended up second and Trey Jorski third.

The second moto wasn't nearly as exciting as the first; Jorski left the first turn in the lead for the fourth time with Howard and Pizzatola right behind once again, but the anticipated three way duel never materialized. Howard bobbled, letting Pizzatola past and they held their positions to the finish which created a three-way tie for first place. The tie breaker was the last moto finish: Jorski, Pizzatola and Howard finished up overall in that order.

The 250cc Intermediates were dominated by Mark Taylor but Wylie Evans, a new Intermediate rider, put in two strong rides to finish second eventhough he started backwards in the first moto.

Paul Beach won the 125cc Intermediate class after some bad luck struck a rider named Hendricks who DNF the first moto on the last lap in the next to the last corner after leading the whole race in tennis shoes!

Results

126 INT: 1. Paul Beach (Suz); 2. Lee Dubose (Hon); 3. Jeff Byers (Hon).
250 INT: 1. Mark Taylor (Hon); 2. Wylie Evans (Hon); 3. Glen Outon (Suz).
125 EX: 1. Trey Jorski (Kaw); 2. Rickey Glaser (Yam); 3. John Bersch (Hon).
250 EX: 1. Trey Jorski (Kaw); 2. Mickey Pizzatola (Hon); 3. Greg Howard (Suz).

Wheelsports qualify for elite "1000 IN 1"

LAWRENCE, KS, AUG. 3 & 4

The challenge of traveling 1,000 miles in 24 hours has been met by 11 members of the Wheelsport Motorcycle Club out of Lawrence, KS. In addition to the skill and endurance involved in their accomplishment, the riders chose to link their "1000 IN 1" qualification ride with a life-saving project by collecting pledges, per mile, for the benefit of the Kidney Foundation. The Kidney Foundation expects to benefit approximately $1,000 from the event.

The 1001 mile ride started in Lawrence, KS at 8:00 p.m. on Aug. 3. The first leg of the trip ended at Oakley, KS, about 312 miles from Lawrence. The second leg was back to Lawrence and the last leg was to Columbia, MO and return to Lawrence.

In addition to a route sheet, the Wheelsport Club had arranged pit stops along the way. Dean Base, Keith and Terry Joe Guilliland stayed all night at the Russell-Hays pit stop. Shirley Towner and Dottie Lee were at the Salina stop. Mr. and Mr. Frazier and daughter Michelle worked the Boonville, MO pit stop all day Saturday.

Michelle Frazier has had a kidney transplant and it was because of her that the Wheelsport Club chose to give the Kidney Foundation the proceeds from this run. Each rider collected pledges for each mile they rode. John Dennis collected the most pledges for his ride. The largest single contributor was the *Lawrence Journal World*. The 11 riders together collected over $1,000 for their rides.

The hardest part of the ride was during the day, Saturday, when it started getting hot. Those last 200 miles were tough but by that time everyone realized they would make the 1001 miles in 24 hours and started to relax.

John Dennis, Tom Dennis and Leo Butell beat the old record of 1001 miles in 19 hours, 22 minutes by completing the run in 17 hours, 34 minutes. Tom Dennis said, "We didn't waste any time gassing up. We could all three be out of a station in five minutes! Except that one where the girl wanted to rub my back!" Leo said, "We didn't stop to sleep or eat. We did both on the go."

The group included nine Yamahas one BMW and one Kawasaki; none had mechanical problems. Bob Smith of Lawrence Yamaha tuned eight of the Yamahas.

Doug Frazer ran out of gas one mile out of Salina. Doug said, "I was glad when Eldon Pickett came along and had a tow rope, but I would have pushed it the whole mile to keep going."

Most of the riders approached this endurance with all the planning of an enduro. In fact, five of the 11 were wearing Black Jack Enduro Circuit trophy helmets. Big on the list of "must" equipment was water seats or foam pads.

Fourteen cyclists had qualified nationally for "1000 IN 1" prior to the 11 Wheelsport Club members. All cyclists meeting this challenge in 1979 will be charter members of the group. Wheelsport members making the complete ride were: Charles Young, Eldon Pickett, Doug Fraser, John Dennis, Tom Dennis, Leo Butell, Jeff Kajcienski, Jim Letellier, Bill Pippert, Charles Towner and Boyd Lee. Jeff Kajcienski's 14 year old son, Mike, rode with his father on his bike for half of the trip.

MRA gets high on road racing

By Sandy Lillie

ASPEN, CO. JULY 22

Colorado provided some balmy weather for MRA roadracers at Aspen's Woody Creek Raceway, and about 300 spectators enjoyed the show which featured some fierce races and several accidents; fortunately, none were serious.

Ricky Orlando and Joel Ticker monopolized the 410 Production and 410 Superbike races, only John Flieder was able to break away from them in the Superbike class to win.

Combined Formula III and Formula IV provided a great deal of excitement. David Old left everyone behind, while behind his TZ250F a monumental battle raged for second through seventh places. A train of thumpers, piloted by Mike Cameron, Norm Meyer and Ken Hoogland swapped position at least four times per lap. In the end, George Wallack and Ken Hoogland finished second and third.

Everyone will be gearing up for the Six-hour race to be held on Sept. 6 at Woody Creek. At 8,000 feet, the track is located in a valley 12 miles north of Aspen and one mile east of Highway 82. Track length is 1.1 miles of good asphalt; there are nine turns, no banks, and the larger bikes hit about 110 mph max on the circuit.

There is no water, gas or electrical facilities but camping is free. A pre-entry package maybe obtained by writing Sandy Lillie, 305 Hawthorne, Boulder, CO 80302, or call 303/778-6607. See Calendar section for more info.

Results

BEG: 1. Jim Bensberg; 2. Frank Rice; 3. Mark Woodward.
FORMULA I: 1. Brian Fenton; 2. Dennis Zickrick; 3. David Old.
FORMULA II AND COLO. CLASS: 1. Ricky Orlando; 2. John Flieder; 3. Bruce Gibson.
FORMULAS III AND IV: 1. David Old; 2. George Wallack; 3. Ken Hoogland.
0-410 PROD: 1. Ricky Orlando; 2. Joel Tucker; 3. Jim Sonnleitner.
411-655 PROD: 1. Joel Tucker; 2. Chuck des Jardines; 3. Don Lorenzen.
656-OPEN PROD: 1. Charles Neal; 2. Paul Donaldson.
0-410 SUPERBIKE: 1. John Flieder; 2. Joel Tucker; 3. Ricky Orlando.
411-655 superbike; 1. John Flieder; 2. Joel Tucker; 3. Ken Hoogland.
656-OPEN SUPERBIKE: 1. Dennis Zickrick; 2. Ricky Orlando; 3. John Flieder.

RESULTS

AMA D-37 Grand Prix
Hilltoppers M.C.
Racing World
Trabuco Canyon, CA
Aug. 4-5, 1979

SATURDAY
100 BEG
T. Underwood Suz
175 BEG
J. Granado Yam
S. Wentz Yam
R. Ferguson Suz
100 EX
K. Hopkins Yam
175 EX
B. Balentine KTM
S. Wiseman Hus
C. Coleman Suz
175 JR
M. Baker C-A
P. Postel Yam
J. Bailey (Vet) Yam
100 NOV
D. Holt Yam
175 NOV WOMEN
W. McGraw Suz
175 EX WOMEN
L. Watson Suz
175 JR WOMEN
K. Hopkins —
175 BEG
K. Pills Yam
250 EX WOMEN
T. BEck Yam
250 NOV
B. Fancher Yam
D. Herrera Hon
J. Cline Yam
250 BEG
D. Philgreen Hus
J. Iverson Suz
HWT SIDEHACK
J. Palfreyman/
T. Lund Norm
LWT SIDEHACK
B. Neill/
B. Odom Yam
175 UNCL
P. Palmer Yam
OPEN UNCL
W. Saltzman Mai
B. Cronkit Yam
250 UNCL
A. Oliver Hon
D. Tonez Yam
SUNDAY
OPEN JR
D. Conner Yam
J. Matthews (Vet) Hus
OPEN EX VET
J. O'Neal C-A
OPEN EX SR
W. Saltzman Hus
OPEN JR
R. Torgerson Hus
250 EX SR
G. Zuber Yam
250 SR JR
D. Rosenburg Hus
250 SR NOV
A. Benson Suz
175 SR EX
R. Milligan Yam
175 SR NOV
J. Baley Yam
250 EX
B. Ogilvie Yam
T. VanDenRaadt Yam
C. Adams KTM
250 JR
L. Thompson Yam
250 JR VET
P. Gorgone Suz
OPEN NOV
E. Whisenant Yam
J. Virant Yam
OPEN BEG
P. Baxter Yam
OPEN NOV VET
C. Sickler Yam

S.I.R./CMC Night MX
Kent, WA
Aug. 17, 1979
By Sue Sykes

PEE WEE JR
Tavius Thompson Suz
Mike Wiggins Ita
Corey Halterman Hon
MINI EX
Mitch Lorenz Suz
Keith Foz Yam
Wes Clark Sux
MINI INT
Brad Halka Yam
Jim Allen Yam
Todd Plumb Suz
MINI JR
John Ekman Suz
Billy Welland Yam
Bill Priebe Suz
100 INT
Donnie Gores Yam
Kurt Erickson Yam
Duane Morris Yam
100 JR
Brad Halka Yam
Larry Nevares Suz
Lonnie Alexander Suz
125 PRO
Scott Henden Yam
David Henden Suz
Joe Crough Suz
125 INT
David Holloway Yam
Duane Morris Yam
Ron Alexander Suz
125 JR
Mike Zerr Yam
Jeff Zirkle Suz
Llody Caldwell Hus
250 PRO
Eric Eaton Mai
Scott Henden Yam
Scott Tyler Kaw
250 INT
David Roestel Hus
John Clayton Yam
Harold Phenis Hon
250 JR
John Hodges Suz
Brent Barker Suz
Eric Brown Hon
OPEN PRO
Eric Eaton Mai
Rick Benek Suz
OPEN INT
Sean Phillips Suz
Jay Kingsley Suz
Rick Phenis Suz
OPEN JR
Doug Robson Mai
Kelly Bethards Bul
Kreston Snow Suz

Hills Ferry ST
Newman, CA
Aug. 25, 1979

MINI
80cc NOV
David Schutz
80cc JR
¾ Blane Mapp
80cc EX
Woodrow Rogers
100cc EX
Frank Freitas
SPORTSMEN
125cc NOV
Elizabeth Powers
125cc JR
David Pettit
250cc NOV
Chris Roehlk
250cc JR
Dave Walden
250cc EX
Kim Jorgensen
360cc JR
Michael Bird
360cc EX
Pat Seigle
500cc NOV
Joe Flowers
500cc JR
Hector Alcala
500cc EX
Kim Jorgensen
SEMI PRO EXHIB
Wyatt C. Scroggin
Kim Jorgensen

AMRA Motocross
Kincaid Park
Anchorage, AK
July 22, 1979
By M.R. Edge

MINI
Darren Brooker Kaw
Bill Bivins Suz
Kevin Schaub Suz
125 NOVICE
Ben Lyer Hon
Mike Hobson Hon
Jim Dunn Suz
125 EXPERT
Jeff Wolverton Suz
Jeff Sandstrom Yam
Jeff Wells Suz
250 NOVICE
Charles Atkins Mai
Scott Smith Hon
Paul Martin Kaw
250 EXPERT
Kevin Goard Kaw
Chris Patterson Mai
Jim Spernak Suz
500 EXPERT
Jim Stewart KTM
Jamie Linxwiler Mai
Lewis Lamson C-A

Sacramento Nite MX
Sacramento, CA
Aug. 17, 1979

80 NOVICE
—. Chris Hayman Yam
2. Kelly Andris Kaw
3. Jason Mackenroth Kaw
4. Kennie Klein Suz
5. Kirk Lossius Yam
6. Jamie Lawrence Suz
80 INT
1. Denney Fennell Kaw
2. Greg Michalec —
100 NOVICE
1. No name
2. Robert Harmon, Suz
3. Jff Baxter Yam
4. Wade Goodwin Suz
5. Billy Brazel Suz
125 NOVICE
1. Larry Coleman Hus
2. James Dickman Hon
3. Mike Johnson Suz
4. David Rausch Yam
5. Phil Rose Yam
6. John McCapes Suz
125 NOVICE
1. Bob Beintker —
2. Steve Parker Kaw
3. Ken Breneisen Suz
4. Brian Purcell Yam
5. Richard Fox Yam
125 INT
1. Carl Decker Suz
2. Scott Yarbrough Yam
3. Marty Cunningham Kaw
4. Jeff Krekelberg Yam
250 NOVICE
1. James Grizzell Ossa
2. Pete Yoho Hon
3. Cliff Coates Suz
4. Mario Mings Hon
250 NOVICE
1. Scott Mackenroth Hon
2. Ross Warren Suz
3. Chris Lewis Suz
4. Scott Hildebrand Mai
5. James Grizzell Ossa
250 INT
1. Beau Magly Yam
2. Jube Agbulos Suz
3. Glenn Reed Hon
OPEN NOV
1. Terry Huffer Hus
2. Glen Gerer Yam
3. Wiliam Virga Yam
4. Willie Lincomflet Mai
5. Fred Strunk Yam
OPEN INT
1. Rick Vanzandt —
125 PRO
1. Pat Yoho Hon
2. Rick Cerrvantes Suz
3. Jon Yourd Suz
4. Ron Combs Kaw
250 PRO
1. Dave Wood Yam
2. Danny Pennis Mai
3. Casey Brooks Hon
4. Ron Combs Kaw
OPEN PRO
1. Dave Wood Yam
2. John Volk Mai
VETS NOV
1. Richard Mariott Mai
2. Terry Bridges Mai
VETS INT
1. Bill Grig —
2. Jack Colombe —
3. Art McDude Mai
OLD TIMERS NOV
1. Kent Sandsor Mai
2. Cliff Jones —
3. Rex Waldron Yam
OLD TIMERS
1. Buel Campbell Mai
ODYSSEY
1. Rory Ivers —
2. Mike Sherman —
3. John Ashton —

TROPHY PICKUP

Desert Squirrels trophies for the World Famous Nutcracker V will be available at Sept. D-37 Desert Races. Info: Kevin (213) 285-2485 or Dick (714) 629-4221. (37)

Anaheim Hi-Siders G.P. trophies call (714) 828-7044 or (714) 997-8615 to make arrangements for pick-up or delivery. (35)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

SUZUKI OF VAN NUYS
Huge savings on all Suzuki Dirt Bikes!
'78 RM 250 C2 ..... $1249
'77 RM 370 B..... $1099
YOU WON'T BELIEVE OUR PRICES!
Suzuki of Van Nuys
16141 Sherman Way, Van Nuys, CA
213-994-2800 213-994-2882
3 Blocks West of the San Diego Freeway
WE WILL NOT BE UNDERSOLD!

Whatever you decide to do, do it with Cycle News.

MXL™
MXL Boots in Stock Sale
Reg. $149.95 SALE $135.00
Popular sizes in stock
Bell Helmets

	Reg.	SALE
MOTO III	$104.95	$84.00
MAG II	$ 85.95	$68.80
RT	$ 58.95	$47.20
STAR 120	$ 94.95	$76.00
STAR II	$109.95	$88.00

Rush Order To:
WC RACING (213) 802-1912
13053 Rosecrans, Norwalk, CA90650

Quant. Style Size Price
Freight & Insurance $2.50
Total
Certified Check, VISA, Master Charge Only.
SHIP TO:
Name
Address
City State Zip
Signature
M/C, visa # Exp.

"The Gear Saver"

LIGHT VISCOSITY	Replaces SAE 10, SAE 20, SAE 30, SAE 10W40 motor oil. For use in wet clutch transmissions.
SAE 75/80	Replaces SAE 40 and SAE 20W50 motor oil. For use in wet clutch transmissions.
SAE 90 HYPOID	Replaces SAE 50 motor oil and SAE 90 gear oil. Meets API GL-4, 5, 6.For shaft drive motorcycles.
SAE 90/140 HYPOID	Use where SAE 90 and SAE 90/140 is specified. For higher running temperatures. Exceeds API GL-4, 5, 6. For shaft drive motorcycles.

"THE WORLD'S FASTEST MOTORCYCLE LUBRICANTS"
BEL-RAY
BEL-RAY COMPANY, INC., INTERNATIONAL CORP. HDQTRS.
P.O. Box 526, Dept. BR-13, Farmingdale, NJ 07727, (201) 938-2421, Telex 132476
NATIONAL SALES OFFICE
561 S. State College Blvd., Dept. BR-13, Fullerton, CA 92631, (714) 738-8474

LAKEWOOD HONDA
Husqvarna
MOTORCYCLES
PARTS — SERVICE
605 Frwy. at Carson
11747 E. Carson St.
Lakewood, CA 90715
213-860-1354 714-521-7112

Don't Go Out Without It...

Insanity is learned----
Read on!!

CARLISLE
NEW ARROW
& ATC 90 Tires
Now Available!
See your local dealer
dealers Call: Sport Tracks Co.
(213) 361-5955

Sun
Top competitors insist on Sun alloy competition rims
See your nearest dealer
Sun Metal Products, Inc.
P.O. Box 1508 , Warsaw, IN 46580

CRC
PROUDLY PRESENTS:
ORANGE COUNTY SUZUKI DAY
$2000.00 SEPTEMBER 9, 1979
$1000.00 CASH for PROS
PAYBACK BY MOTO
SADDLEBACK PARK
$1000.00 Sportsman Gift Certificates
PLUS 30% TROPHIES
SUZUKI
MINI 100 125 250 OPEN CRC VETS
PROS $15. SPORTSMAN $10.
Post Entry ONLY
CRC INFO:
(213) 830-7519

TERRYKIT
THE FRONT END DAMPENING UNIT FOR THE SERIOUS COMPETITOR

New Kits for '79 with Adjustable Travel

	Max. Travel
Yamaha YZ 250/400 '78, '79	12"
Yamaha IT 175/400 '77, '78	10"
Yamaha IT 175 '79	9.25"
Yamaha IT 250/400 '79	10"
Kawasaki KX80 '79	8.3"
Husky '77, '78	11.5"
Yamaha & Suzuki 80 '78	7.5"
Yamaha & Suzuki 80 '79	8.3"
Suzuki RM 125 '77, '78	10"
Suzuki RM 250/400 '78	10"
Suzuki RMN 100-400 '79	
Kawssaki KX 125-400 '79	

Kits also available for most other bikes
Write for free literature
Out of state call toll free 800-854-4691
90 day money back guarantee
Dealer or Direct

TERRYCABLE
P.O. Box 1321
Hesperia, CA 92392
714-247-2646

KTM
125, 175, 250, and 400
GIVING THE ENDURO RIDER MORE THAN ONE WAY TO WIN.
KTM America, Inc.

Husqvarna
INVENTORY REDUCTION SALE $$$
SEE US NOW AND SAVE $$
We have one of the most complete lines of Husky parts and accessories in the country
T & O Yamaha
24020 Narbonne Ave.
(Torrance/Redondo area)
Lomita, CA 90717 213-534-2311

CALIFORNIA SIDE CAR COMPANY

HONDA 'MYSTERY' SIDECARS
'SPIRIT OF AMERICA' SIDECARS
VESPA SCOOTER SIDECARS
1630 OREGON AVENUE
LONG BEACH, CA. 90813
Phone (213) 432-8880

CALENDAR

CHAMPIONSHIP EVENTS

AMA Winston Pro Series

9/9	Mile/Syracuse, NY
9/16	HM/Meadows, PA
9/23	Mile/San Jose, CA
9/29	HM/Gardena, CA

AMA/Toyota Supercross Series

11/17	Anaheim, CA

AMA National Enduros

Eastern Region

9/30	100 mi. Nat'l Columbia Enduro Riders South Carolina
11/14	Twin States Nat'l W. Kentucky Trail Riders Kentucky

Central Region

10/7	Black Coal Nat'l IN, IL, KY, Enduro Riders Indiana

Western Region

10/7	100 mi. Nat'l Double Crossers M.C. California
10/14	100 mi. Nat'l Prairie Dawgs M.C. New Mexico
10/21	125 mi. Nat'l Mt. Baker M.C. Washington
10/28	100 mi. Nat'l Far West M.C. California
11/14	100 mi. Nat'l Redding Dirt Riders California

Trans-USA Series

9/23	Lexington, OH
9/30	Buchanan, MI
10/7	New Berlin, NY
10/14	Atlanta, GA
10/21	Sonoma, CA

World Championship Observed Trials

9/16	Czechoslovakia

International six Days Trial

9/10	W. Germany

Trophee Des Nations

9/9	Stockholm, Sweden

World Championship F750 Road Racing

9/16	Holland
9/16	Belgium
9/23	W. Germany
9/30	Yugoslavia

European Endurance Championship

9/30	England

1979 DRAGBIKE National Schedule

9/8-9	Longhorn Classic Green Valley Dragway Dallas-Ft. Worth, TX
9/15	Mid America Finale National Trail Rcwy. Columbus, OH
9/23	Tentative
10/6-7	Atco DRAGBIKE Nat'ls ATco Dragway Philadelphia, PA
10/20-21	Las Vegas, NV
10/28	OCIR East Irvine, CA
11/4-5	National Finals Gainesville, FL

S.C.O.R.E. Off Road Racing

11/6-9	Baja 1000 Baja, CA

EVERY WEEK

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. First race 7:30 p.m. Sign up 5-6:30, prac. 6-7 p.m. Entry $10. 150% Pro p.b. CMC license req. Trophies awarded Sptsmn. class. Adults watch for $3.50, Jrs. $2.50, kids $1.50. 714/557-3323, 213/323-5055.

CMC STADIUM STYLE MX
Fremont Raceway, Fremont, CA. All new track layout & surface + Supercross type drop back start gate. All classes. Entry $8/$10. Spectators $2, pit pass $1. Open 5 p.m., prac. 6:30, race 7:30. 415/355-4760, 651-2545.

CMC MOTOCROSS/ATC/ ODYSSEY & TT RACES
Chula Vista, CA, Speedway 117. Take I-5 or 805 S from Chula Vista to Jct. 117, go E 5½ mi. across from Brown Field Airport. Prac. 6-7 p.m., sign up 4:30-7 p.m., 1st race 7:30 p.m. Entry $10. Trophies. Spectators $3.50, under 14 yrs. $1.50. CMC lic. req. Speedway 117, PO Box 995, Chula Vista, CA 92011. 714/420-7414.

Thursday

AMA CLASS A SPEEDWAY
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. First race 8:00 p.m. Sign up 5 p.m. Adults watch for $3.75, Jrs. $2.50, kids $1.50, under 9 yrs. free. 213/321-5323, 323-5055.

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. Santa Ana Fwy. at Sand Canyon, San Diego Fwy. at Irvine Center Dr. Gate open 5:00 p.m., prac. 6, race 7. Entry RACE memb. $6; non-memb. $8; Pros $15. Admission not included. Gate fee adults $3/students $2/kids $1. 30% brass. 100% Pro p.b. 714/552-5511.

WASHINGTON

AMA MOTOCROSS
Bellingham, WA. Exit 255 1 mi. E, L on Hannogan Rd., 1 mi. Mini thru Open classes. Entry $5.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

Friday

CALIFORNIA

AMA NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. Gates open 4:00 p.m., prac. 6:15, race 7. 415/634-3328, 634-1667.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC ORANGE SHOW STADIUM MOTOCROSS
San Bernardino, CA. Orange Show Grounds at San Bernardino Fwy. & Orange Show Rd. Pro/Am classes. Trophies. Entry $10. Gate opens 5:00 p.m., prac. 6, race 7:30 p.m. For info: K. Rutherford, P.O. Box 3072, Arcadia, CA 91006. 213/446-2241.

SPEEDWAY
Costa Mesa, California. Orange County Fairgrounds. 8 pm. Info: 714/492-9933.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd., S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro : Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, Euless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 214/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddelback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $9, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

TT SCRAMBLES RACES & MX PRACTICE
Elsinore Raceway, Lake Elsinore, CA. CANCELLED. 71, off at Lagonia Town. Main St. exit & Railroad Cyn. Rd. Cash purse to Experts. 40% trophies to Sptsmn. class. For info: 174/674-2646, 676-4718.

D-36 STADIUM MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 80% Ex. purse. Entry $10. Experts pay $10 at gate, $5 at sign in. Gates open 4:30 p.m., sign up 5-6:30, prac. 6:30, race 7:15 p.m. Watch for $3. 415/634-3328; 634-1667.

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Money race $8/p.b. Free camping. P.R.C., PO Box 1294, Perris, CA 92370. 714/657-4879.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

WASHINGTON

P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov. $6/Int. $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438, 668-4851.

AMA TT
Bellingham, WA, exit 255 off I-5, 1 mi. E on Hannegan Rd., 1 mi. 80/125/250/750cc classes. ¼ mi. Semi Pro TT. Entry $6.50. Mt. Baker MC, PO Box 132, Bellingham, WA 98225. 206/733-1694.

OREGON

MOTOCROSS
Sandy, Oregon. Hwy. 211 Exit out of Sandy to Bornsted Rd. Follow signs. All classes. Gen. ad. $3.50. Entry Pee-Wee $5, Nov. $6.50, Inter. $6.50, Pro $10. 100% Pro p.b. Series trophies ea. class. Gate 8 am, prac. 9 am, race 10 am. Info: Mt. View Cycle Park, P.O. Box 365, Sandy, OR 97055. 688-4851.

Sunday

CALIFORNIA

TT/MX/SPeedway PRACTICE
Elsinore Raceway, Lake Elsinore, CA. Hwy. 71, off at Lagonia St., btwn. Main St. exit & Railroad Cyn. Rd. For info: 714/674-2646, 676-4718.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn. Nonmemb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

WASHINGTON

CMC NORTHWEST MX
Settle International Rcwy., Kent, WA. 5 mi. E of Auburn on H-18. All classes. $1000 purse every week. $2000 in Amateur prizes. Fall $10,000 series. Entry $8 Am, $13 Pro. 206/631-1550.

September 7

INDOOR MC SWAP MEET
Movie World Exhibit Center, 6900 Orangethorpe, Buena Park, CA. 6-11 p.m. For 24 hr. info: 213/588-0763.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $7. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. AME license required. Post entry only, $8. Gates open 5 p.m., prac. 7, race 8 p.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

September 8

STUMP JUMPERS 6TH ANNUAL WORLD CHAMPIONSHIP TUG-O-WAR
Stump Jumpers Hare & Hound race sight. Limed N from Red Mountain, CA on Trona Rd. to Teagle Wash. Men/Women/kids classes. Winners take all. Entry; 6-pack of beer or soda pop. 6-person teams. Greatest fun event of the year for desert lovers. Real, live waterhole. For info: Stump Jumpers MC, Box 3823, anaheim CA 92803. 213/868-2316.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C Traction. Classes: All mini, I-500. Gates open 4:30 pm, sign-up 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Riders $6, 2nd bike $3, Semi-pro $3. 100% exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

D-36 STADIUM MOTOCROSS
Brentwood, California. Sand Hill Ranch. Camino Diablo & Vasco Rd. All classes. Entry fee: $15 exp., $10 sptmn., $3 spec. 80% exp. p.b., 30% trophies. Gates open 4:30, race 7:30. INFO: Rt. 2, Box 143-C, Brentwood, CA 94513. 415/634-3328, 634-1667 or 798-5695.

MOTOCROSS & ATC RACES
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Highway. Beginner to Expert classes. All size bikes & ATC's. Entry $10/$14. 100% p.b. Bosch cash drawing for riders using Bosch plugs. For info: Box 1594, Black Canyon Stage, Phoenix, AZ 85029. 602/247-8682, ext. 86.

SUNRISE VALLEY MX SCHOOL
Sunrise Valley Cycle Park, 1 mi. N of Adelanto, CA on Hwy. 395. All classes. Entry $15. Starts at noon. For info: George Spellman, 973 Deercrest, Devore, CA 92407. 714/887-1556.

FLAT TRACK/TT/ATC/ODYSSEY
Saguaro Raceway, Tucson, AZ. Gates open 4:00 p.m., prac. 5, race starts 7:00 p.m. Entry $10/$15. Spectators $3, kids under 12 yrs. free. 602/296-4971.

AMA SHORT TRACK
Pioneer Arena, Oakdale, CA. S. off Hwy. 120 in Oakdale (CANCELLED Escalon Oakdale Ave. All ST classes. Entry $5.50. Minis & Pee Wees welcome. 209/847-5558.

September 8-9

MRA 6 HOUR ROAD RACE
Woody Creek Raceway, CO. For info: Mountain Road racing Assn., Sandy Lillie, 305 Hawthorne, Boulder, CO 80302.

September 9

STUMP JUMPERS D-37 HARE & HOUND
Teagle Wash. area. Limed N of Red Mountain, CA, Hwy. 395 & Trona Rd. Hvwt./Ltwt/Trail Beginner classes. Classic finisher pins. Entry $12. 2-40 mi. loops. Beginner & Trail Nov. - loop. Pie platers ok. Three separate starts. First start at 9:00 a.m. Rescue 3. Stump Jumpers MC, PO Box 3823, Anaheim, CA 92803. 213/868-2316.

ROLLER COASTER M.C. POKER RUN
Begins & ends at DeLaveaga Park, Santa Cruz, CA. Hwy. 17 to Santa Cruz Central District to Water Street. Left to Branciforte Dr., to Park. All street bikes welcome. Course approx. 75 mi. long. Sign up/start 9-11:00 a.m. Entry $2.50 per person. Trophies! Some gas avail. from club's 150 gal. tank. Games & prizes at end of ride. Roller Coaster M.C. of Santa Cruz, PO Box 462, Santa Cruz, CA 95061. 408/728-1211; 438-3403.

SRAC/SUPER SEER COLORADO 250 MOTOCROSS
Lakewood, CO. $6000 Expert 250cc purse. Expert (250cc only) pre entry $25, post $35. Amateur (all classes) $7 entry. Spectators $5. Gates open 7:00 a.m., sign up 7:15, qualifiers start 9:15. Main event 2:00 p.m. O/N camping ok. Track closed Sat. for prep. Send entry to Lakewood Sportcycle Assoc., 7351 West alabama Dr., Lakewood, CO 80226. 303/985-0350; 988-2329.

CRC $2000 MOTOCROSS
Saddleback Park, Orange, CA $1000 cash purse for Pros. Sptsmn receive $1000 worth of gift certificates from Orange County Suzuki, plus 30% trophy. Post entry only. Pros $15/Sptsmn $10. CRC 213/830-7519.

DBCSA MOTOCROSS
Sayers MX Park, San Antonio, TX. From S.A. take US 87 S to Sayers, TX. Take Stuart Rd. S 1½ mi. Follow signs. All classes. 100% p.b. to Ex. Split program. Expert entry $10/Am $7. $3 gate fee. Mini/Nov 8:30 a.m. sign-up. Int/Ex. 12:30 p.m. sign-up. DBCSA, 8635 Standing Bear, San Antonio, TX 78242. 512/623-4945.

D-36 SHORT TRACK
Salinas Airport, Hwy. 101 & Airport Blvd., Salinas, CA. All classes + minis. 100% p.b. to Ex. Entry $6. No riders insurance. Prac. 10:30 a.m., race noon. 408/394-8225; 899-2401.

ATA BENEFIT OBSERVED TRAILS
S. I-5, E on Hwy. 74 (Ortega Hwy) Approx. 20 mi., turn R 100 yds. past El Cariso Ranger Station, 9 mi. S on dirt Rd. to off Road area. Green Sticker area All classes. Points event. O/N camping at El Cariso. 714/847-8495; 842-5245.

D-36 MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA. Hwy. 113 All classes. Pro $15 + $3 ins. fee. 100% Pro p.b. Sptsmn. $10, 2nd bike $6. Trophies. Watch for $4, kids 6-12 yrs. Sign up 7:00 a.m., prac. 7:30, race 8:30 a.m. 916/678-3592.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail,, $15 post. Mail entry to: CMC, P.O. 1402, Costa Mesa, CA 92626. 714/557-3323.

AME MOTOCROSS
Indian Dunes, Valencia, CA. AME lic. req. Post entry only $9/$13. Gates open 7, prac. 8, race 9:00 a.m. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. For info: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

MOTOCROSS
Boise, Idaho. Owyhee M/C Club. Located off Cartwright Rd.-Take Harrison Blvd. to Bogus Basin Rd. Prac. 8 am, race 10 am. Info: P.O. Box 733, Boise, ID 83701. 208/376-3894 or 375-5956.

AME MINI MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 am, prac. 8, race 9 am. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

OMRRA 200 MILE ENDURO & GP RACE
Portland International Raceway, Portland, OR. I-5 N Portland, exit 306-B. 410 Boxstock Open Boxstock, 600 Cafe, Open Cafe. Money & trophies. GP entry $20/ money; $15 trophy. Enduro entry $50 pre/$75 post. Cash & trophies. Herman Kachold, 1556 SE Miller, Portland, OR 97202. 503/292-4511.

CRC TOMCAT EUROPEAN SCRAMBLES
Stoddard Valley, Barstow, CA. 5 mi. S of Barstow on Hwy. 15, 9:00 a.m. Jr/Sr & Sr. 10:00 a.m. 0-200cc. 11:00 a.m. 250cc. Noon, Open class. CRC desert points. Each class races 45 minutes. CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit. Mini thru Open classes. 100% p.b. Entry $9/$13. OTHG events. For info: Gene Dunne, 3292 Ferndale, Santa Maria, CA 93454. 805/937-6171.

September 11

SHORT TRACK
Boise, Idaho. Owyhee M/C Club. Located off Cartwright Rd. - Take Harrison Blvd. to Bogus Basin Rd. Prac. 6:30 pm, race 8 pm, Info: P.O. Box 733, Boise, ID 83701. 208/376-3894 or 375-5956.

September 12

12th ANNUAL CALIFORNIA ST. SPEEDWAY CHAMPIONSHIPS
Inland Motorcycle Speedway, Orange Show Fairgrounds, San Bernardino, CA. Top 14 SoCal riders vs top 2 NorCal riders go for ST. title. Pre-sale tickets avail. at track starting Sun., Sept. 9 from 10 a.m. to 5 p.m. daily. Admission $6 per adult (13 yrs & up), $3 per child (6-12 yrs.). Under 5 yrs. free. Races starts at 8:00 p.m. For info: American Raceways, Inc., PO Box 3072, Arcadia, CA 91006. 213/446-0969; 446-2241.

TT HONDA ATC & ODYSSEY RACES
Chula Vista, CA. Speedway 117. Take I-5 or 805 S from Chula Vista to Jct. 117. go E 5½ mi. End Brown Field Airport. Sign up 5-7 p.m. 1st race 8:00 p.m. No memb. req. Info:

CRC PROUDLY PRESENTS:
VAN NUYS CYCLE, INC. DAY
$2000.00 SEPTEMBER 16, 1979
INDIAN DUNES
$1000.00 CASH for PROS
PAYBACK BY MOTO
$1000.00 Sportsman Gift Certificates
PLUS 30% TROPHIES
MINI 100 125 250 OPEN CRC VETS
POST ENTRY ONLY PROS $15 — SPORTSMAN $10. — CRC INFO: (213) 830-7519
INDIAN DUNES

RIDE WITH THE FAST ONES
NEW Veterans Division (ages 30-39)
Call Referee 714-496-8779
RACERS Hot Line 213-598-0615
DISTRICT 37 COMPETITION RIDER AMA
Sept. 9 — Stump Jumpers Hare & Hound
Sept. 16 — Dusters Hare & Hound
Sept. 23 — Shamrocks Hare & Hound
Sept. 30 — 100's MC Hare & Hound
Oct. 6 & 7 — Desert Vipers Grand Prix

CRC DESERT RACE SCHEDULE
Sep. 9-European Scrambles, Stoddard Valley (Barstow)
Sept. 23-Team Race, Lucerne
Oct. 7-Golden Bear H&H Rand to Red Mountain
Oct. 21-I.T.T. G.P., Indian Dunes
Nov. 6 -Rosarita G.P. Baja
for info call (714) 689-6114

CRC MOTOCROSS RACE SCHEDULE
Sept. 9 — Saddleback
Orange County Suz. Day $2000.00 Day
Sept. 16 — Indian Dunes
Van Nuys Cycles Day $2000.00 Day
Sept. 23 — Saddleback
Sept. 20 — Racing World
Every 2nd & 4th Friday Nights
Indian Dunes Motocross
Membership Required
213-830-7519

DeAnza Cycle Park Racing Club
MX Racing Every Sunday — Membership Not Required
Member Sportsman $8.00 — Member Experts $12
Non-member add $2
Points to members
100% trophies to Minis & Pee Wees 50% trophies to Vets
Plus 30% trophies to Sportsmen — same day brass
Park fees bike & rider $4, spectators $4. Why pay more?
Free overnight camping — pay once, stay all weekend
Gate opens 6:30 — Practice 8:30 — Race 9:30
Weekdays & Sat. (714) 653-4558 Sun. (714) 653-7979

R.A.C.E. MOTOCROSS
FRIDAY CORONA RACEWAY
THURSDAY O.C.I.R.

want • ads CYCLE NEWS

*** SRA GP SCHEDULE ***
Sept. 30 Riverside
Oct. 21 Carlsbad
Nov. 25 Riverside
714-828-1358

Burbank
YAMAHA — MONTESA
STREET, OFF-ROAD, TRIALS, & MOTOCROSS
Now taking orders for '79 348 Cotas.
We ship out of state
1801 W. Burbank Blvd.
Burbank, CA 91506
213-845-8738

AMERICAN MINI-CYCLE ASSOCIATION AME 881-5778 (213)

Presents

CALIFORNIA MINICYCLE CHAMPIONSHIPS

SCOTT USA

WIN A 1980 SUZUKI RM 60-80-100

Subject to:
(New model availability)
AWARDED BY:

30% TROPHIES
$10,000
PRIZES & AWARDS

STK & MOD FOR MINIS
- 105 cc
- 100 m/c
- 125 m/c
- Pee Wees
- Jr. Cycles
- 83 cc

ALL CLASSES
Juniors
Intermediates
Experts

U.S. SUZUKI

CHALLENGE OF CHAMPIONS
AT FINAL EVENT FOR
TOP 10 MINI & JUNIOR CYCLE EXPERTS

HIGH POINT SERIES WINNERS:
RM 100 to 83cc Stk Experts
RM 80 to Jr. Cycle
RM 60 to Pee Wee
Suzuki School of Motocross to:
83cc Stk Jr. Scholarship M/X
83cc Stk Int. Scholarship M/X

MAIL ENTRY:
Pee Wees $10
All Classes $15
(Two or More Classes $12 Each)

POST ENTRY: $20
AME membership required to ride series - CMMC honored only at Barona Oaks Race

SUZUKI JERSEYS & PRIZES TO OVERALL CLASS WINNERS

SW ENGINEERED PRODUCTS

A.M.E.
P.O. BOX 1421
RESEDA, CA 91335
213/881-5778

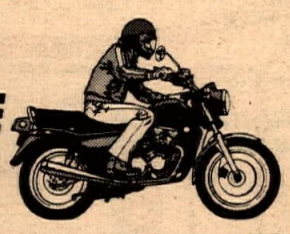
50-1 DURA LUBE

CRC

Presented by
ITT DIVERSIFIED CREDIT CORP.

Presents CUP GRAN PRIX
October 21, 1979 INDIAN DUNES
$3000 PRO PURSE $1200 SPORTSMAN CERTIFICATES
★Double CRC Desert MX Points★
Mini 100 125 250 Open Vets Women plus ATC's ODYSSEYS
CRC (213) 830-7519
INFO (714) 689-6114

RIDE AWARE



MIC
MOTORCYCLE INDUSTRY COUNCIL, INC.

DIRT MAGNET PARTS WASHERS
Dual Filtration
Fluorescent Light

Sink is 36"x23"x8" Deep
16 or 30 Gallon
Reservoir Drums
Air Agitation
SAFETY FIRE LID
Soaking feature
For Free info write:
Dirt Magnet Inc.
101 Walnut St., Dept AW6
Denver, CO 80204
Dealer Inquiries invited

KEN MAELY
"The Shoe Man"
Ask the racer that wears one

Steel Shoe $60.00
strap $1.00
T-shirt $6.00
Boots $65.00
Sizes 6 to 13 D width
All Prices plus
C.O.D. & Postage
★ Banke Pipes ★
Motorcycle covers
Disc brakes, wheels,
Hubs, sprockets, & more
Also everything for speedway
(714) 735-0540
MAELY ENTS., RT. 2, BOX 75B
8530 Bedford Mtr. Way, Corona, CA 91720

Open 7 Days 714-558-1584
CMC-MX } 1st & 3rd Sundays
ITA Trials }
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

FMF SO. CALIF. = WFO
AL BAKER'S FMF
6868 Santa Fe Ave. E. Hesperia, CA 92345
714-244-5425

Speedway 117, PO Box 995, Chula Vista, CA 92011. 714/420-7414.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. AME license required. Post entry only. $9 Sptsmn, $13 Pros. Gates open 7 a.m., prac. 8, race 9 a.m. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

SDRA NIGHT MOTOCROSS
Star Track, El Paso, Texas. From downtown El Paso, take I-10 N. to Mesa exit. Left on Mesa to NM 273 (dead end at Santa Teresa Country Club.) Right on NM 273 for 2 mi. Star Track on the right. Fees: Mini-mini $5, Experts $9, others $7, gate $2. $100 purse per class, 100% p.b. for less than 7 riders. ⅓ brass nov. & am. Gate opens 6 pm, prac. 7 pm, race 8 pm. SDRA membership required. Info: SDRA, 239 Alvarez, El Paso, TX 79932.

D-36 STADIUM MOTOCROSS
Brentwood, California. Sand Hill Ranch. Camino Diablo & Vasco Rd. all classes. Entry fee: $15 exp., $10 sptmn., $3 spec. 80% trophies. Gates open 4:30, race 7:30. Info: Rt. 2, Box 143-C, Brentwood, CA 94513. 415/634-3328, 634-1667 or 798-5695.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C traction. Classes: All mini, 1-500. Gates open 4:30 pm, sign-up 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Riders $6, 2nd bike $3, Semi-Pro $3. 100% exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

September 13

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, California. Corona Raceway. 91 Fwy. at Buchanan. all classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new Mem. Open 5:30, Prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

September 14

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. Cash to Pros, 30% brass to Sptsmn. Sign up 6:00 p.m., prac. 6:30, race 8:00 p.m. Entry $10/$13 Pros. CRC memb. req. 213/830-7519.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA Prac. 7p.m., race 8. 30% brass. All classes. CRC memb. req. 213/830-7519; 714/689-6114.

CRC ODYSSEY/ATC MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Practice 7p.m., race 8p.m. 30% brass. Entry $9. CRC memb. req. 213/830-7519; 714/689-6114.

September 15

AME CALIFORNIA MINICYCLE SERIES
Sprockets Park, Bakersfield, CA. Contin awarded by U.S. Suzuki. Win a Suzuki. Prizes from S&W & Duralube. Mail entry: Pee Wee $10. All other classes $15 (2 or more $12). Post entry $20. AME memb. req. Mail entry deadline Sept. 11. Free o/n camping. Send entries to AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AMA SHORT TRACK
Oakdale, CA. Pioneer Arena. S off Hwy. 120 btwn. Oakdale & Escalon on Pioneer. All ST classes. Entry $5.50. Pee Wees & minis welcome. Jerry Griffith, 9600 Pioneer, Oakdale, CA 95361. 209/847-5558.

MOTOCROSS
Saguaro Raceway, Tucson, AZ. Gates open 4:00 p.m., prac. 5:00, race starts 7:00 p.m. Entry $10/$15. Spectators $3, kids under 12 yrs. free. 602/296-4971.

September 16

MMA NATIONAL DRAG RACE
Fremont Drag Strip, Fremont, California. Pro. & Sprtsmn. Entry fees: Pro $25, sports $20, brackets $15. Gate fees: $5 Sat., $7 Sun., $10 both days. $5,000 guar. purse + contingencies. Info: MMA, 2202 16th St., Sacramento, CA 95818. 916/442-4727.

D-37 DUSTERS HARE SCRAMBLES
Red Mtn., CA. Limed from 395 & Trona Road. All desert classes. Entry $11. Bota Bag contest Sat. nite. Dusters MC, 22248 Marbella, Carson, CA 90745. 213/830-5318.

CRC $2000 MOTOCROSS
Indian dunes, Valencia, CA. $1000 cash purse for Pros Sportsmen receive $1000 worth of gift cert. from Van Nuys Cycle, Inc., plus 30% trophy. Memb. req. Post entry only. $15 Pros, $10 Sptsmn. CRC 213/830-7519.

CRRC NATIONAL ROAD RACE
Hallett Motor Racing Circuit, Hallett, Oklahoma. WERA Sanctioned. 14 Production, Cafe & GP calsses. 6 trophies, ea. class. $16 1st entry, $8 ea. additional class. Info: CRRC, 3305 Roschdale, Houston, TX 77025. 512/447-1120.

D-36 AMATEUR MOTOCROSS
Plymouth Raceway, Plymouth, CA. Hwy. 49 N from Sonora, Hwy. 16 E from Sacto, Hwy. 49 S fr[illegible]terville. All entry fe[illegible]mateur event no pay[illegible] Spectators $4, 6-12 $1. O/N camping $3. All classes. Gate open 6:15 a.m., sign up 6:30. No sign up after 8:00 a.m. Riders meeting 7:15, prac. 7:30, first race 8:30 p.m. For info: CES Promotions, PO Box 221, Sutter Creek, CA 95685. 209/267-0312.

POSTPONED

D-36 SHORT TRACK
Salinas Airport, Hwy. 101 & Airport Blvd., Salinas, CA. All classes + minis. 100% p.b. to Ex. Entry $6. No riders insurance. Prac. 10:30 a.m., race noon. 408/394-8225; 899-2401.

AMA WESTERN REGIONAL MX NATIONAL QUALIFIER
Marysville, CA, Riverfront Park. 40 mi. N of Sacto on Hwy. 70, entrance to Pk is at 1st & F St. Downtown Marysville. National class by pre entry invitation only. Semi Pro exhibition $18, p.b. $15. Sptsmn support $12. Semi Pro exhibition class-ride what you bring-all sizes compete together. All regular classes inc. PP, OT & Vets. Free camping, rider ins., paved pkng. Charlie Sexton, 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727; 695-2088.

PARA/MULKEY MOTOCROSS
3 mi. W of McMinnville, OR on Hwy. 18. Gates open 7 a.m., race 10 a.m. Entry $8 Nov/Jr; $13 Pros. $3.50 gate fee. 100% Pro p.b. by moto down 8. 30% brass. For info: PARA, 7100 S.W. Hampton, Suite 121, Tigard, OR 97223. 503/620-5301.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

WMRRA ROAD RACE
Seattle International Raceway, 7 mi. E of Kent, WA Hwy. 516. Prod. Cafe, GP road racing. For info: AMRRA, 13712 — 2nd NW, Seattle, WA 98177. 206/322-0440; 525-0600.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside E. on Mapleview, N on Ashwood, up Wildcat Canyon Rd., 11 mi. O/N camping. Sign up closes 8:00 a.m. sharp. Late entry $10, guest entry $13. Membership $10. 714/496-2568, 488-7885.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., sign up 8-9, prac 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

MOTOCROSS
Clarkia, Idaho. 85 miles S. of Spokane, Wash. 50-Open, Am. & Pro. Entry Am. $8.50, Pro. $10.50. 100% p.b. to Pros. Am. trophies only. Prac. 10 am, race 11 am. Info: Fossil Bowl, Box 113, Clarkia, ID 83812. 208/245-3670.

AFM ROAD RACE
Sears Point International Raceway, Hwys. 37 & 121, Sonoma, CA 95476. For entry & info: 707/938-8448.

CRC ROADRUNNER FAMILY ENDURO
Fremont Valley, CA. Limed from Rd. Mtn. & Red Rock-Randsburg Rd. 2 loops. A, B, & C riders welcome. 1st loop easy, 2nd loop challenging. Mail $12 & 2 SASE to: CRC, 7601 Arlington Ave., Riverside, CA 92503. Non-memb. add $2. 3-man teams add $1 per rider. Post entry $15. non-memb. add $2. No chg. for family teams. 20% trophies & super finisher pins. CRC enduro pts. 714/689-6114 days.

CRRC NATIONAL ROAD RACE
Hallett Motor Racing Circuit, Hallett, OK. 40 mi. W of Tulsa on Hwy. 64. WERA sanctioned. 14 classes: 5 Prod; 5 Cafe; 4 GP. Up to 8 trophies each class. $16 1st class, $8 each add. class. CRRC/WERA license $30 yr. Registration 7-11 a.m. Races start noon. For more info: CRRC, 3305 Rochdale, Houston, TX 77025. 713/665-4741.

ADRA VULTURE 100 DESERT RACE
Vulture Gold Mine, Wickenburg, AZ. Pre-entry ADRA memb. $20, non-memb. $25, 1 lap classes $10. No post entry on mini or womens Beg. Post entry ADRA memb. $25, non-memb. $30. 20 classes 200/250/Open Ex/Am/Nov/Beg. Oldies, OTHG, Dinosaurs, Mini, Trail Bike, Women Beg. 30% trophies up to 8 each class. For info: ADRA, 1408 E. Granada, Phoenix, AZ 85006. 602/252-1900.

September 19

TT HONDA ATC & ODYSSEY RACES
Chula Vista, CA. Speedway 117. Take I-5 or 805 S from Chula Vista to Jct. 117. go E 5½ mi. End Brown Field Airport. Sign up 5-7 p.m. 1st race 8:00 p.m. No memb. req. Info: Speedway 117, PO Box 995, Chula Vista, CA 92011. 714/420-7414.

September 21

AMA SHORT TRACK
Hills Ferry Speedway, Newman, CA. Hills Ferry Rd. & River Rd., Newman, CA-½ hr. W of Modesto. From Hwy. 5, take Newman exit to Hills Ferry Rd. then L to River Rd. All classes. 75% purse. Entry $5 plus $2.50 for Semi Pro. 408/463-0548.

MOTOCROSS & ATC RACES
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Highway. Beginner to Expert classes. All size bikes & ATC's. Entry $10/$14. 100% p.b. Bosch cash drawing for riders using Bosch plugs. For info: Box 1594, Black Canyon Stage, Phoenix, AZ 85029. 602/247-8682, ext. 86.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C traction. Classes: All mini, 1-500. Gates open 4:30 pm, sign-up 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Rider $6, 2nd bike $3, Semi-Pro $3. 100% Exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

D-36 STADIUM MOTOCROSS
Brentwood, California. Sand Hill ranch. Camino Diablo & Vasco Rd. All classes. Entry fee: $15 exp., $10 sptmn., $3 spec. 80% exp. p.b., 30% trophies. Gates open 4:30, race 7:30. Info: Rt. 2, Box 143-C, Brentwood, CA 94513. 415/634-3328, 634-1667 or 798-5695.

September 22

AME MINICYCLE MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $7. Prac. 7 p.m., race 8 p.m. All classes. 30% brass. AME lic. req. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $8 Sptsmn., $11 Pros. P.b. to Pros, 30% brass. Prac. 7 p.m., race 8 p.m. AME lic. req. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AMA TT FAIR RACE
Tulare, California. Tulare Fairgrounds. All classes. Ex. p.b. Nov./Jr. trophies. Prac. 4-5, heat 6 pm, event 8 pm. D-35. Tulare Trackmasters, Inc., 13485 Ave. 232, Tulare, CA 93274. 209/686-2371.

SUNRISE VALLEY MX SCHOOL
Sunrise Valley Cycle Park, 1 mi. N of Adelanto, CA on Hwy. 395. All classes. Entry $15. Starts at noon. For info: George Spellman, 973 Deercrest, Devore, CA 92407. 714/887-1556.

FLAT TRACK/TT/ATC/ODYSSEY
Saguaro Raceway, Tucson, AZ. Gates open 4:00 p.m., prac. 5, race starts 7:00 p.m. Entry $10/$15. Spectators $3, kids under 12 yrs. free. 602/296-4971.

September 22-23

MMA CALIFORNIA NATIONAL DRAG RACE
Fremont Drag Strip, Fremont, CA. California's fastest MC drag meet. $1750 Top Fuel purse. $5000 guaranteed purse. Contingencies. For info: MMA, 2202 16th Street, Sacramento, CA 95818. 916/442-4727.

September 23

MIKE SEITZ MEMORIAL MX
Sunrise Valley Cycle Park, 1 mi. N of Adelanto, CA on Hwy. 395. All classes. Entry $8 Sptsmn., $12 Pros. Designated proceeds go to Duck Fund. All donations to George Spellman, 973 Deercrest, Devore, CA 92407. 714/887-1556.

AFM ROAD RACE
Riverside International Raceway, Riverside, CA. 91 Fwy. E to Hwy. 60. E on Hwy. 60 to Day St. exit, R on Day St. to gate. All GP, Prod., Box Stock, Superstreet & sidecars. $4000 purse. Entry $22 pre/$25 post for 1st bike. $12 pre/$15 post each additional bike or class. Special 50cc GP event. For info: Harry Bresach, 4996 Argyle Dr., Buena Park, CA 90621. 714/523-3892.

BMW/AFM 50cc GP ROAD RACE
Riverside Int'l. Raceway, Riverside, CA. 50cc GP class only. Trophies, T-shirts & contingencies. Entry $22/$12 pre/$25-$15 post. Sponsored by Brasil Motor Racing & AFM. For info: 4996 Argyle Dr., Buena Park, CA 90621. 714/581-3892; 213/515-1167; 805/492-6502.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy. 101 to Broadway exit. Mini thru Open classes. 100% p.b. Entry $9/$13. OTHG events. For info: Gene Dunne, 3292 Ferndale, Santa Maria, CA 93454. 805/937-6171.

D-37 SHAMROCKS HARE & HOUND
Fremont Valley, CA. Limed from Randsburg, Red Rock Rd. & from REd Mtn. All classes. Entry $12.50. Mass start 8:00 a.m. Approx. 70 mi. Trail Nov. & Beginners go one loop. Rescue 3. Sunland Shamrocks, 805/527-9259.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn., 100% trophies to minis & pee wees. Entry $12 Ex., $8 Sptsmn., Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30 a.m. Everybody goes 2 motos. Free camping. 714/635-5840; 653-7979; 653-4558.

D-36 MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA, Hwy. 113 All classes. Pro $15 + $3 ins. fee. 100% Pro p.b. Sptsmn. $10, 2nd bike $6. Trophies. Watch for $4, kids 6-12 yrs. Sign up 7:00 a.m., prac. 7:30, race 8:30 a.m. 916/678-3592.

CHAPARRAL MOTOCROSS
Chaparral MX Park, Weatherford, TX. Split schedule. Nov/Minis/OT run in a.m. Ex/Int run p.m. Expert cash purse, trophies for others. Entry Nov/Int $8; Ex. $10; $2 gate fee. $4 to watch. For info: 817/284-4420; 441-9411.

PARA/WASHOUGAL MOTOCROSS
Camas Hwy. E of Vancouver, WA to Washougal, WA. Follow signs. Gate open 7 a.m., race 10 a.m. Entry $8 Jr/Nov; $13 Pros. $3.50 gate fee. 50% Pro p.b. by moto down 8. 30% brass. For info: PARA, 7100 S.W. Hampton, Suite 121, Tigard, OR 97223. 503/620-5301.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes. 2 motos each. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac., 8, race 9:30 a.m. CRC memb. req. 213/830-7519.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9 Sptsmn., $13 Pros. P.b. to Pros, 30% brass. Gates open 7 a.m., prac. 8, race 9 a.m. AME lic. req. All classes. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778

AME MINICYCLE MOTOCROSS
Indian Dunes, Valencia, CA. Post entry $9. All classes. Gates open 7 a.m., prac. 8, race 9. 30% brass. AME lic. req. For info: AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

MOTOCROSS
Sunrise Valley Cycle Park, 2 mi. N of Adelanto, CA on Hwy. 395. All classes welcome. Entry $8/$12 Pros. MX School on Saturday — starts at noon. FOR INFO: Nick Brasevich, 15224 7th St., Victorville, CA 714/235-7339.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry $8 mail, $10 post, Pros $13 mail, $15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. Across from Long Beach Naval Base, 1 blk. E of Vincent Thomas Bridge. All classes. 30% brass. Entry $8, Pros $14, gate fee $3. Prac. 7:30-8:30 a.m., race starts 9:00 a.m. 213/547-1818.

September 23-29

BONNEVILLE NATIONAL SPEED TRIALS
Wendover, Utah. 120 mi. W. of Salt Lake City. All classes. Entry $80. Info: P.O. Box 2729, fullerton, CA 92633 or call BNI office 714/525-4567.

September 26

TT HONDA ATC & ODYSSEY RACES
Chula Vista, CA. Speedway 117. Take I-5 or 805 S from Chula Vista to Jct. 117. go E½ mi. End Brown Field Airport. Sign up 5-7 p.m. 1st race 8:00 p.m. No memb. req. Info: Speedway 117, PO Box 995, Chula Vista, CA 92011. 714/420-7414.

September 27

ODYSSEY/ATC OFF ROAD & ¼ MILE
Corona, CA. Corona Raceway. 91 Fwy. at Buchanan. All classes, off road & ¼ mi. 30% trophies. Entry $6 mem., $7 new mem. Open 5:30, prac. 6:30, race 7:30. P.O. Box 388, Corona, CA 91720. 714/735-1705 or 689-1913.

September 28

CRC ODYSSEY/ATC MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Practice 7p.m., race 8p.m. 30% brass. Entry $9. CRC memb. req. 213/830-7519; 714/689-6114.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA Prac. 7p.m., race 8. 30% brass. All classes. CRC memb. req. 213/830-7519; 714/689-6114.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$13 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

September 29

MOTOCROSS
Saguaro Raceway, Tucson, AZ. Gates open 4:00 p.m., prac. 5:00, race starts 7:00 p.m. Entry $10/$15. Spectators $3, kids under 12 yrs. free. 602/296-4971.

D-36 SHORT TRACK
Monterey Co. Fairgrounds, Hwy 1, Casa Verde off-ramp, Monterey, CA. All classes + minis. 100% Ex. p.b. Entry $6. No riders insurance. Prac. 6:00 p.m. race 8 p.m. 408/394-8225; 899-2401.

AMA SEMI-PRO SHORT TRACK
14 mi. S. of Chico, California. Cycleland Speedway. Class C traction. Classes: All mini, 1-500. Gates open 4:30 pm, sign-up 5-7, prac. 5:30-7, race 7:30. Spec. $3, Under 12 $1, Riders $6, 2nd bike $3, Semi-Pro $3. 100% exp. p.b. D-36 rules apply. Info: 916/342-6851 or 342-9302.

AMA WINSTON PRO SERIES HALF MILE
Ascot Park, Gardena, CA. 8:00 p.m. For info: Ascot Park, P.O. Box 98, Gardena, CA 90247. 213/321-1100; 232-1142.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. Entry $8, Pro $11, Pb to pros, 30% brass. Prac. 7 p.m., race 8. AME lic. req'd. Free O/N camping. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AME MINICYCLE MX
Sprockets Park, Bakersfield, CA. Post entry $9, gates open 6 p.m., prac. 7, race 8. 30% brass, AME lic. req'd. Free O/N camping. AME, P.O. Box 1421, Reseda, CA. 213/881-5778.

D-36 STADIUM MOTOCROSS
Brentwood, California. Sand Hill Ranch. Camino Diablo & Vasco Rd. All classes. Entry fee: $15 exp., $10 sptsmn., 3 spec. Gates open 4:30, race 730. Info: Rt. 2, Box 143-C, Brentwood, CA 94513. 415/634-3328,

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

73rd State Fair of Oklahoma
September 21-30, 1979
Oklahoma City

CHAMPIONSHIP
MOTORCYCLE RACES

Sanctioned by American Motorcycle Association
Produced by the State Fair of Oklahoma

2 Big Days - 3 Big Races

*2:00 pm Sat., Sept. 29 - Oklahoma ½ Mile Championship $1,700 Purse
*7:30 pm - Sat., Sept. 29 - Oklahoma Short Track Championship $1,200 Purse
*2:00 pm Sun., Sept. 30 - Regional ½ Mile Championship $4,000 Purse

Advance Ticket Deadlines - Mail: Sept. 17 - In Person: Sept. 20
General Admission - $6.00 Each Event

Enclosed is $_____ in check or money order

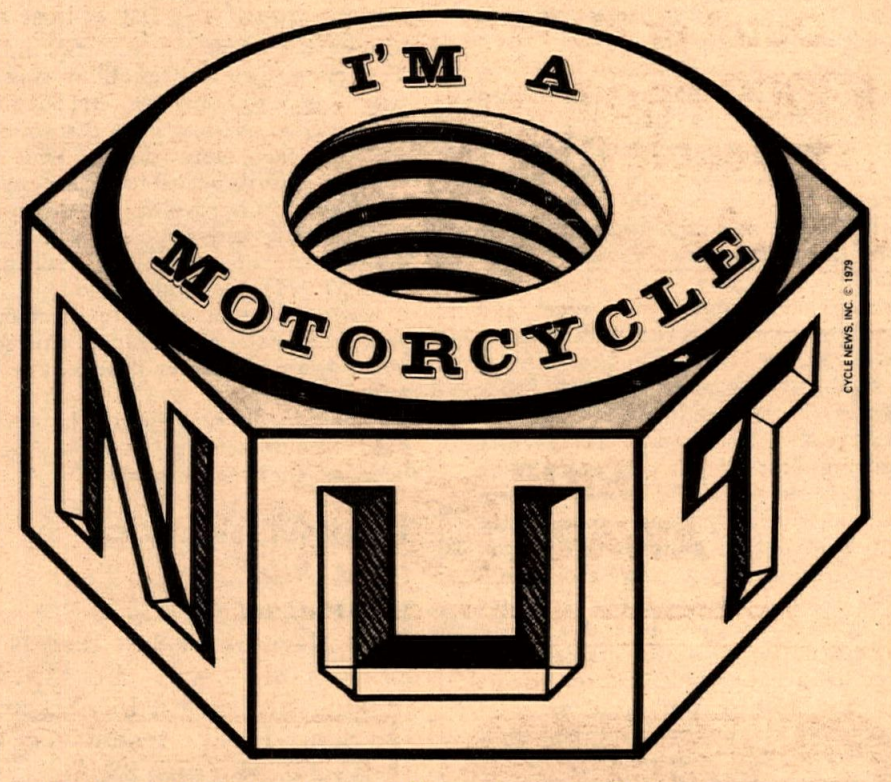
NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Mail check or money order to STATE FAIR OF OKLAHOMA,
State Fair Ticket Office, P.O. Box 74943, Oklahoma City, OK 73147

All New!
Express Yourself



Just the sticker to let the world know how you feel about your sport.
The "I am a Motorcycle Nut" stickie says it all. Get yours today.
White vinyl printed in black, die cut in shape of nut.

Special introductory offer. Two sizes 4½ x 4" $1.00 6 x 6½" $1.50

AVAILABLE AT YOUR CYCLE NEWS DEALER

Send this handy order blank today
To: Cycle News Products
PO Box 498
Long Beach, CA 90801
Rush my "Nut Stickie" to:

Names _____
Address _____
City _____ State _____ Zip _____
I want _____ 4x4½" stickies @ $1.00 ea. _____ total
I want _____ 6x6½" stickies @ $1.50 ea. _____ total
Dealer inquiries invited Send for CYCLE NEWS product brochure Calif. residents add 6%

NATIONAL PAPERS

(Continued from page 4)

the normal amount of time and the proper path through the ranks.

Freddie is an undefeated Junior in the dirt track ranks if you don't count the recent red flag rule book, or lack of same, happening out in Iowa where Freddie was leading by half a lap when the race was stopped and he was not allowed to re-enter.

In road racing, he is in a class by himself in both the 250cc Expert division and the new star of the Superbike Production class.

Freddie already has so many brands after his services next season that he may become the first rookie to own a jet plane just to get to all of the events he will be paid to ride in.

The two teenagers are alike only in that they are the same age. Parker is a wide open, gutsy-type rider who can ram a wheel and put it sideways anyplace on the track. The "No Tomorrow" style of riding is common with new rookies out to make their mark.

But Spencer is totally different. Where a kid from Louisiana can get the polish and style, we do not know. But it's there!

We have watched him race since he was 12 years-old, and have never seen him get into trouble. He can jump from a Yamaha to a Ducati to a Kawasaki road racer like they were all from the same mold. He has also shown that he can do the same on dirt from a 250cc two-stroke single to a 750cc four-stroke twin.

While Parker will whoop it up in a winner's circle, Spencer is still modest to the point of "Aw Shucksing" it and acting like the winner's bottle of booze is a hand grenade. At last count, Freddie had won over 200 races.

But with Parker and Spencer, we have the current times. Parker is a dirt tracker who now is a contender. Spencer is a proven road racer and heading towards his rookie dirt season in '80. But he already has been offered a shot at going after the FIM 250cc World Championship road racing title next year in Europe with full factory backing. Now, if you were going to be 18 years-old and had a chance to go to Europe with all expenses paid and a bunch of dollars guaranteed, or stay home and just try to make a National final — what would you do? Or better yet, what would your father do?

Personally, I would like to see Freddie race the whole Winston circuit for one full season and get the experience on the dirt, and then try a few races in Europe as well.

I think young and polished Freddie is really the last all around American racer (dirt and pavement) we are going to see for a decade or two now that Kenny Roberts appears totally committed to foreign road racing.

But both riders are only 17. Each has at least 10 years of good racing days ahead of him. Both are something else to watch, even though they have opposite styles both on and off the track.

The American road race season is over now, but west coast fans will get to see both youngsters at the September San Jose Mile and the Ascot Half Mile Nationals. Spencer rides in the Junior Invitationals, and Parker will be riding for the win in the Expert finals.

They will be coming at you from two different directions next year at the ripe old age of 18... ●

Roxy Rockwood

ISDT PREVIEW

(Continued from page 13)

that the AMA allow the first alternates in each class to start as individual riders, thus allowing Dan to make his first-ever ISDT start.

Dan won the 125cc class at the Foggy Mountain Two-Day, and in Michigan, his third place score was only a little over a minute — 72 seconds — out of first.

Kevin Davis

KTM

Aspen, Co

It was a close call for 24-year-old Kevin Davis. He broke his leg in the Trask Mountain Two-Day, and was listed on the U.S. squad as first 175cc alternate. Lady Luck smiled on Kevin and other alternates when the West German organizers enlarged the U.S. squad from 37 to 41 riders.

Kevin, who's married and works as a real estate investor as well as teaching skiing in the winter, expressed thanks to Don Rosene and Jack Lehto at KTM.

Why go to the effort and expense of riding the Six Days? "It's something I've read about for years now, and I've always wondered if I could finish such a long, hard event."

Kevin Piasecki

KTM

Toledo, OH

For 22-year-old Kevin Piasecki, 1979 amounted to something of a close call. He was on the AMA's qualifying list as first alternate in the 250cc class. A fall in the Tennessee Two-Day qualifier special test — there was only one after the first day's special test had been thrown out — kept his score down, and he couldn't afford to travel to the western qualifiers to improve his scores. So he had to wait and hope for the best. When the U.S. team was enlarged from 37 to 41 riders, he was in.

Kevin works as an auto mechanic and lives with wife Zandra and son Neal, 4, and daughter Brooke, age 10 months.

A gold medalist in Sweden last year, Kevin competes in the Six Days because "they're neat to ride."

Max Markowitz

SWM

East Putnam, CT

Max Markowitz's last day as a 21-year-old will be spent making his second ISDT start. On Sept. 11, the second day of the ISDT, he'll turn 22.

Max, who runs a poultry farm with his father, is coming back from a distrous '78 season that saw him suffer and number of flat tires and other mechanical maladies. He first rode the Six Days on the Isle of Man in '75, was injured in '76, and qualified again in '77, but was forced to stay home when KTM cuts its support and he couldn't afford to go.

His mother and father top his thank you list, along with Ron LaMastus, and Yankee Motors, this country's SWM importers. Also, a special thank you goes to Donald Cutler and Marsha McDonald, who "were really good to me."

Max enjoys fishing, and when asked why he goes to all the trouble and expense to ride the ISDT, he replied, "I've grown up all around Six Days riders, and I figured the Six Days must really be something neat." Max says he figured right. ●

WANT ADS

Help Wanted

Wanted order desk clerk
Must have knowledge of motorcycles, heavy phones, very light typing. Some inventory. Qualified applicants, call (213) 985-2331 YOSHIMURA R&D, ask for Carol. (35)

Road men and sales reps
Earn top commissions selling our complete motorcycle ignition program including points, condensers, tune-up kits and ignition wire sets for all brands. Contact Rick Kahn (203) 389-9763. (35)

Experienced Suzuki mechanics wanted
Contact Andy at COLE BROS. at (213) 980-3715. (35)

Call "MEN" for jobs galore
Parts, Service, Sales, Managers. Reps, Executives — Men or women USA. INFORMATION: Pete Colman (714) 557-3056. MOTORCYCLE EMPLOYMENT NATIONWIDE (MEN), 4262 Campus Drive B7, Newport Beach, CA 92660. (35/TFN)

Long Beach Yamaha
Are now interviewing for personnel in all departments, due to expansion. The new modern facilities under construction. Only intensive experienced personnel considered. Excellent wages and fringe benefits. For appointment call (213) 597-3317. (33/TFN)

EXPERIENCED HONDA mechanic and or service writer needed. Dental plan. 50/50 commission. Lots of benefits + bonus. Call BARBER HONDA at (805) 642-0276 and ask for Wayne. (35)

Motorcycle accessory sales
Good position for sharp person with experience. Call Mr. Bosh at (213) 999-2811. (35)

Dealers
Experienced Gen. Mgr., Sales Mgr., good record looking for sales or mgr. postiion. 18212 Romelle, Santa Ana, CA 92668. (35)

Wanted
Top Southern California BMW shop needs top notch BMW mechanic. All year employment + benefits. Call Evan at IRV SEAVER MOTORCYCLES, (714) 542-8592. (35)

Experienced Yamaha partsman
Good opportunity for qualified person, excellent working conditions: medical and dental plan. Contact LEN at T & O YAMAHA (213) 534-2311. (28/TFN)

Service Manager
Major dirt bike distributor has immediate opening for service manager to handle western part of U.S. Duties: Dealer relations, service, warranty, road test/race bike prep. Salary commensurate with ability. Send resume to: CYCLE NEWS, Dept. MW, PO Box 498, Long Beach, CA 90801. (36)

Honda mechanic
Hourly + commission, vacation, medical & profit sharing. Only steady & dependable with references, who is looking for a long term position. Call or see "JACK" Ser. Mgr. at (213) 749-6235. 2531 S. Main St., Los Angeles, CA 90007. (23/TFN)

Salesperson
ALBA HONDA in Encinitas has immediate opening for salesperson. Must have minimum of 1 year experience. Good pay and benefits. Unlimited opportunity, beach area. Call (714) 436-9771 ask for Tim (35)

POSITIONS AVAILABLE: Salesman, counter sales, and mechanic. CUSTOM CITY YAMAHA (213) 635-8058. (22/TFN)

Service Mgr.
Salary open + company benefits. Call: HONDA NORTH COUNTY, Escondido, Calif. (714) 746-5711. (37)

$$$Honda Service Manager$$$
One of Southern California's leading motorcycle dealers is seeking a highly qualified service manager, whose goal is perfection. Kaw experience helpful. Excellent benefits, top pay commensurates with ability. See Allen at ONTARIO HONDA, 931 W. Holt Blvd., Ontario, CA. (714) 983-0695. (24/TFN)

Experienced MC mechanic & experienced partsman
Please apply at BURBANK YAMAHA or call (213) 845-8738. (29/TFN)

Mechanic Har-Dav Agency
Canoga Park area. Need experience and tools. Call Sandy (213) 999-3355. (25/TFN)

WANTED MECHANIC with tools and experienced with Yamaha's. (805) 497-3765. (35)

Honda partsperson
Now accepting applications for experienced parts personnel. Call LAKEWOOD HONDA-HUSQVARNA, Bill Mallman (213) 860-1354. (10/TFN)

Parts Manager
BARGER HARLEY-DAVIDSON, Canoga Park. Must have experience and references. Call Loretta at (213) 999-3355. (30/TFN)

Parts person
Good salary + commission. Company benefits. Call: HONDA NORTH COUNTY, Escondido, Calif. (714) 746-5711. (36)

Business Opportunities

AMERICAN MOTORCYCLE SCHOOLS, INC.

Start an exciting career as a:

Motorcycle Mechanic "The California School of the Professionals"
Residence or Home study
If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional . . .

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36TFN)

Yamaha-Suzuki Northern Cal
Well established. Near major metropolitan area. (916) 758-1780. (35)

4 Parts & Accessories stores
And 1 distributing company for sale in San Diego County area. Established over 10 years. Good opportunity, terms. (714) 277-2743. (35)

Business Opportunities Continued

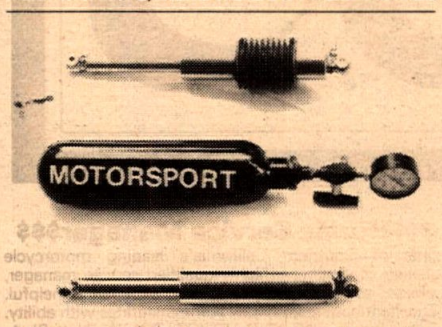
Suzuki Motorcycle Dealership
With wet-bike franchise, dealership license to sell motor vehicles. Buyer must qualify. $60,000.00 + fixtures, tools, and inventory. Lake Havasu, Arizona (602) 855-7032. After 5:30 call (602) 855-1493. (38)

1976 Chevy Custom Van
½ ton Shortie, power steering, power brakes, paneling, carpeting, fold down table, mags, beautiful condition, $4495.00. Two rail motorcycle trailer free with van. (714) 661-6536. (35)

'79 RM125N
D.G. Reed kit, ports matched, fresh engine, $800.00. (213) 654-4775. (35)

Can-Am parts
Full stock of new and used parts. Orders shipped UPS promptly. McBRANN CYCLE SHED, Kansas City, Missouri 64118. (816) 436-6446. (21/TFN)

Wanted '74 YZ 250, 360 motor
Need motor in excellent shape. Cash or trade RD-400 motor with new cylinders. Richard (714) 292-5454. (35)



Motorsport Air Shocks; bottles
13-16 Len 4-6 Trav, $149.50 w/o fins. $174.50 w/fins. 17½", $199.50. Certified N2 bottles, $89.50. Bottle & shocks, $20 disc. MOTORSPORT, 15520 Illinois, Paramount, CA 90723. (213) 531-0418, (213) 596-3691 eve. (37)

GS-1000E Suzuki
Stone stock '78 in mint cond. 2600 mi., mags, dual disc up front, adjustable suspension, $2695 O.B.O. (714) 683-4047. (35)

HODAKA • ROKON PARTS
Large new parts inventory for all models. COLINS & SONS, 1265 E. Lincoln, Anaheim, CA 92805. (714) 535-5000. (35)

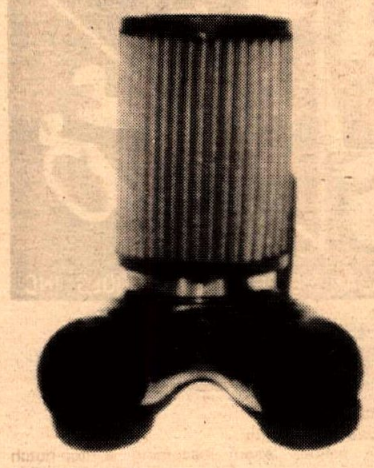
XR 750
'73 engine, $2500.00 or complete bike, $4000.00. Also '75 XR750 engine or complete bike, best offer, tons of spares, wheels, engine parts, gearing, etc. Call before 2 p.m. (213) 281-5471. (38)

'75 Bultaco 250 Pursang
Excellent condition, extras, $400.00. (714) 776-1158 evenings. (36)

Mini cycle fork kits
RM50, RM60. Increases travel 1¼" and provides smoother ride. (213) 926-5481. (36)

Rickman Rickman Rickman
125 Zundapp/250 Montesa engine parts. Large inventory. Rickman Distributor. TARGET PRODUCTS, INC., 2724 W. Main St., Alhambra, CA 91801. (213) 284-3238. (7/TFN)

Hooker headers close-out
Dirt bike pipes for early Yamaha, Suzuki, Kawasaki, Hodaka, Husky & Maico, $29.95. McBRANN CYCLE SHED, Kansas City, Missouri. (816) 436-6446. (36)



High Flow RD400 air cleaner
Best system for RD-400's or 350's. Same flow as no air cleaner at all. Only $16.95. Call or write TOOMEY RACING, 25901 Belleporte Ave., Harbor City, CA 90710. (213) 539-4324. "THE" replacement for the stock system! (35)

CZ
Parts, accessories and service. JB CYCLERY, 2332 Fruitdale Ave., San Jose, CA 95128. (408) 286-2891. (TFN)

IT 400 D
Dependable and enduro ready. 11 inches of travel front and rear with Scott's res., big High Point tool bag, Gunnar Gasser throttle, new Metzeler tire, custom seat kit and much more. Sacrifice $850. (213) 361-7728. (35)

Wanted: Honda Trials
Will buy Honda TL 250 parts or bike, any condition. Jerry Bollmeier, 715 E. Main, Belleville, IL 62221. (618) 234-7966. (35)

Children's cycle apparel
Specializing in ages 2 to 16. Italjet, DG, Yamaha, Suzuki, Honda, Kawasaki. Mon.-Fri. 9-5:30. STRADA, 13148 Saticoy, No. Hollywood (between Coldwater & Woodman). (213) 982-2000. (34/TFN)

'77 RM250B
Excellent condition, like new, $525.00. Call Steve at (714) 968-0863. (35)

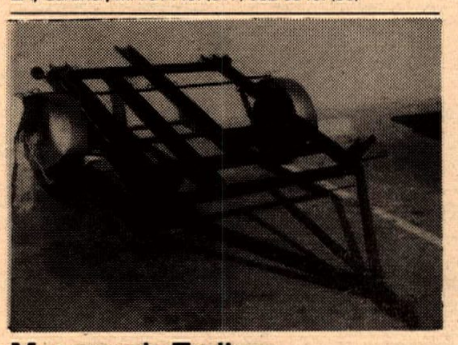
New motorcycle parts
Honda dealer has large inventory of older and late parts for Honda and Kawasaki. Up to 60% OFF. HONDA WEST, 12451 Westminster, Santa Ana, CA 92703. (213) 924-6006 or (714) 531-0742. (34/TFN)

Custom Built Racing Rearsets
To your size and riding position. Bullet-proof aircraft construction. Fairings, Tanks, seats, fabricating. STARBIKER — (213) 823-8528 mornings. (36)

Jawa — CZ
Street motocross and speedway machines. Bertus Motorcycles, 1340 N. Hacienda Blvd., La Puente, CA 91744. (5/TFN)

Yamaha RD 350 Cafe
All trick: Ported, custom pipes, slick, glass seat, alloy rim, rear sets, Clubman bars, etc. Fast, street legal. $850 includes spares. (714) 494-6155. (35)

Two Classics from England
1954 Ariel Square Four 1000cc, all original, near mint, $12,300. Also, 1960 BSA 650cc Big Valve Super Rocket, also near mint with all original decals & paint, $10,000. Or both for $20,000. GARDNER CYCLES, Rt. 2A, Gardner, MA 01440. (617) 632-6840. (36)



Motorcycle Trailers
2 to 5 rail custom built motorcycle trailers. Dealer inquires invited. (213) 630-3799 or (213) 861-7721. (1/TFN)

New bike sale
Honda of Oceanside
Over stock on XR185 & XR500, CR125 & CR250. Call owner Bob Emde for prices you won't believe! 1718 Mission Ave., Oceanside, CA 92054. (714) 433-6830. (35)

Nitrous Oxide Injection
Horsepower in a bottle, for all motorcycles, safe and reliable. For information write or call: H.P. INTERNATIONAL, 8721 Garden Grove Blvd., Garden Grove, CA 92644. (714) 537-6033. (35)

1979 Yamaha TZ250F
New in crate, never opened. SOUTH BAY MOTORCYCLES, 2001 Artesia, Redondo Beach, CA 90278. (213) 772-1647 or (213) 379-3344. (33/TFN)

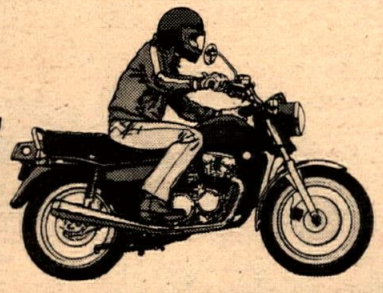
Dirt bikers edge
Trick reeds — Suzuki '78-79, 2 & 3 petals, new type space age plastic, $2.00 plus postage. 122 Neece, Irving, TX 75060. 1-(214) 579-9724. (35)

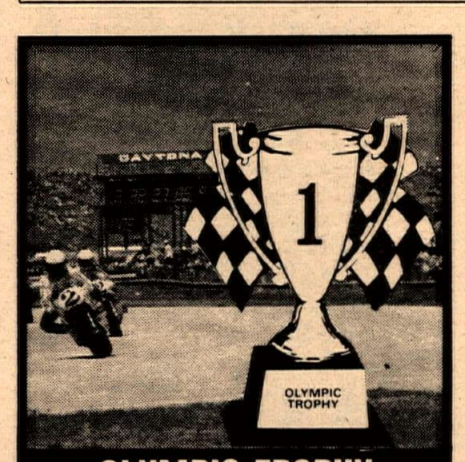
Sachs — DKW parts
Large selection '68, '74 models, 80, 100, & 125cc. 5 & 6 speed, also parts book and repair manual. HERCULES DISTRIBUTING LTD., 9825 Mason Ave., Chatsworth, CA 91311. (213) 882-8272. (29/TFN)

Gas Allowance
'77 Bultaco 250 Astro, 38 Lectron carb & 38 Bing carb, 2 races on top end, rebuilt Hurt brake, tires, wheels, many spares, $800. '76 Triumph 750 Trackmaster, new Amal carbs, one race on rebuilt top end, 2 into 1 Megaphone, half mile pipes, TT pipes, Norris cams, tires, wheels, $1,000. Also, 3 steel shoes, Champion seat & tank, 2 Banke ST pipes, new 2 rail trailer, never reg., $200. I'll pay gas allowance to pick up bikes!! Call before 2 p.m. (214) 348-7352. (37)

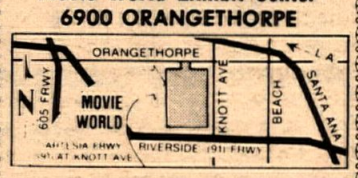
Excellent TZ250A
Spares, nice paint, $1,000. Ask for photo. Tony, (414) 421-8264 or (414) 549-2745. (35)

HUSQVARNA
SALES ■ PARTS ■ SERVICE
All '79 Models in Stock
1980 390 Automatics In Stock NOW!
San Fernando Valley's most complete line of HUSQVARNA parts and accessories.
CANOGA PARK SUZUKI
Open DAILY 9-6
Closed Sunday
7045 Canoga Ave.
Canoga Park, CA 91306
(213) 884-0413

RIDE AWARE

MIC
MOTORCYCLE INDUSTRY COUNCIL, INC.



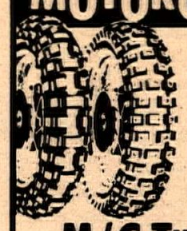
OLYMPIC TROPHY OFFICIAL SUPPLIER TO THE LARGEST EVENTS IN AMA MOTORCYCLE RACING
Daytona 200
Daytona Supercross
Silver Dome Supercross
3 Rivers Stadium Supercross
1979 AMA Banquet
Daytona Amateur Road Racing
#1 AMA Club - High Point Raceway
AMA Mini Nationals
#1 Supplier to the AMA Nationals
Suppliers to the Most Successful Clubs and Promoters in America!
Special Program for all Clubs and Promoters. Buy Direct & Save! Free Engraving and Delivery. Finest Quality · Largest Sizes · Latest Designs and Lowest Prices.
Call Charlie Kight - 301/739-5811
Olympic Trophy Company
701 Park Lane
Hagerstown, MD 21740

★★ BUENA PARK ★★
ALL INDOOR
MOTORCYCLE
SWAP MEET
★ ORANGE COUNTY'S GREATEST MOTORCYCLE PARTS SWAP!! ★
Sept. 7, 1979
FRIDAY NITE • 6 PM TO 11PM
Movie World Exhibit Center
6900 ORANGETHORPE


24 HR. INFO CALL (213) 588-0763
Clean out your spare parts and make extra cash. Sell to customers who are looking for accessories. Old or new parts and accessories may be sold or anything related to the motorcycle world. Selling spaces cost only $15.00 each for an 8' x 10' space. Numbered, reserved, & special spaces are $25.00 each. Vehicles may drive into the building for easy unloading, then remove vehicle to exhibitor parking lot.
Come on down!
Space will be available day of event
...another RG Canning event
RGC
Post Office Box 400
Maywood, CA. 90270
R.G. CANNING'S SHOW HEADQUARTERS
CSH

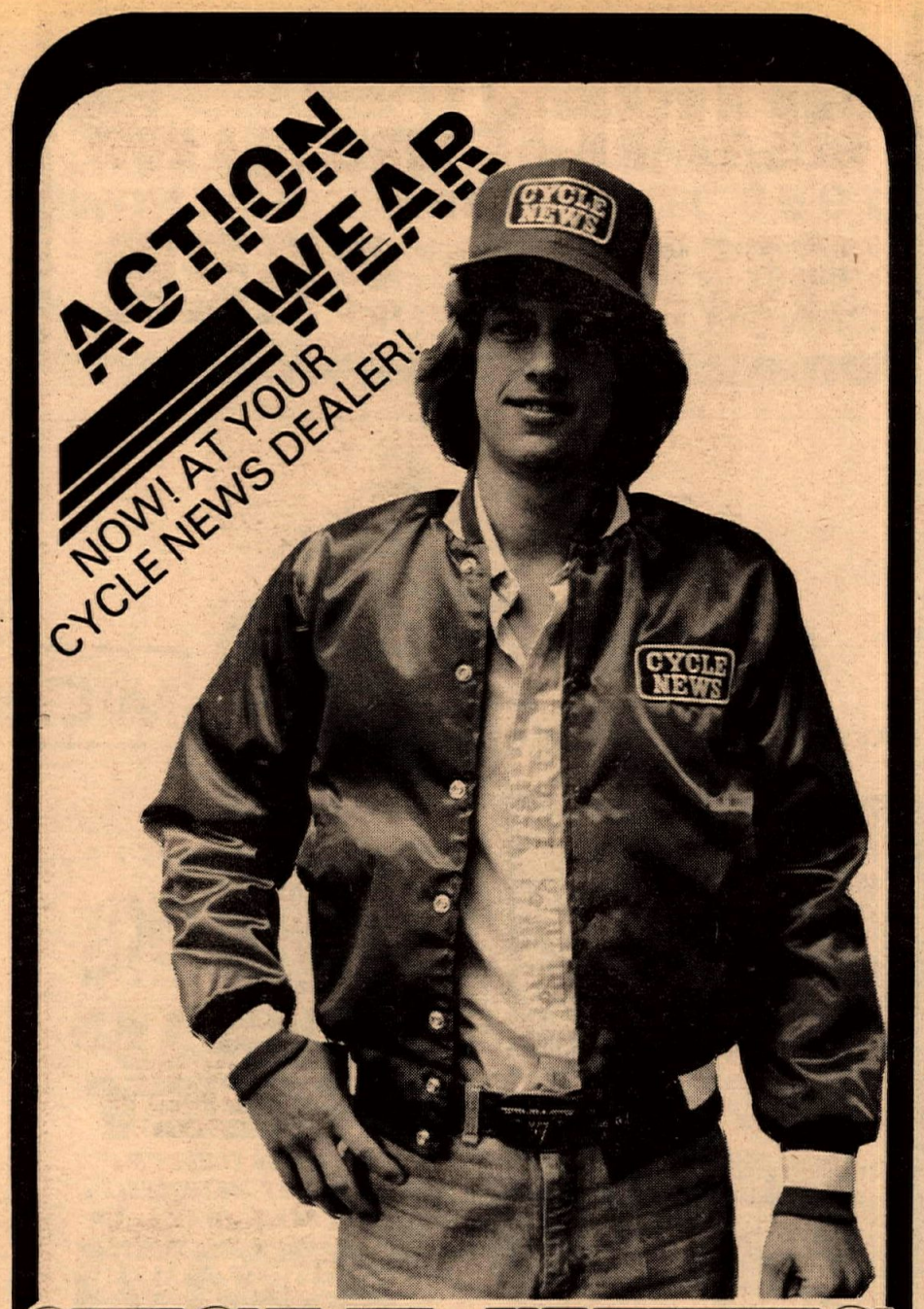
YAMAHA
HUSKY
KTM
MAICO

malcolm smith
MOTORCYCLES
The Dirt Bike Specialists!
7563 Indiana
Riverside, CA 92504
(714)-687-1300

MOTORCYCLE TIRES

HUGE SELECTION
DISCOUNT PRICES!
METZELER • BARUM • GOODYEAR
YOKOHAMA • IRC • DUNLOP
CHENG SHIN • NAN KANG • HI POINT
BRIDGESTONE
M/C TIRE WORKS INC.
CUSTOM MOTORCYCLE TRAILERS
26023 S. WESTERN AVE. • LOMITA
(213) 539-4150

Service • Motorcycle Sales
MAICO
Parts • Accessories
Track 'N Travel, West
1537 E. Walnut, Pasadena, CA 91106
213-795-2711

BSA & TRIUMPH PARTS—NEW & USED
SHIPPED ANYWHERE
Specializing in BSA & Triumph Repairs
Jim Hunter Motorcycle Repair
1140 S. Cypress, Unit A
La Habra, CA 90831
(714) 738-1503



CYCLE NEWS®

"Motorcycle wear for the fun of it!"

■ CYCLE NEWS HAT

Popular ball cap styling with red front panel, CYCLE NEWS patch and white net back panel. Adjustable. $6.95 each.

■ CYCLE NEWS JACKET

Red satin finish with quilted lining and a CYCLE NEWS patch. Warm and comfortable, with slash pockets and knit collar, cuffs and waist in red, white and blue. Available in XS, S, M, L, & XL. $33.95 each.

DEALER INQUIRIES INVITED!

CALL US NOW! (213) 427-7433 for brochure

CYCLE NEWS PRODUCTS, PO BOX 498, LONG BEACH, CA 90801

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

master charge · BANKAMERICARD · VISA

Please fill in your complete account number and expiration date.

Card expires _____

Signature _____

FREE! 1 EACH LARGE & SMALL CYCLE NEWS STICKIE W/ORDER

Item	Size	Quanity	Amount	Total
CYCLE NEWS JACKET			@$33.95	
CYCLE NEWS HAT	N/A		@$ 6.95	
The issue of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such TOTAL (together with any other charges due thereon). Subject to and in accordance with the agreement governing the use of such card.			*Calif. residents add 6% sales tax.*	
			Grand Total	

Save big $ $ $ $ $ $ $ $ $ $ $ $ $ $ $

On hot set-up by mail

Metzeler — Sun — Fox — Ohlin — Bilstein — Bing — Magura — Marzocchi — Ceriani — Hi-Point — KTM — Penton — Sachs — DKW — Hodaka — Rokon — Colins pipe (pre '78 KTM) & nitrogen shock systems. COLINS & SONS, 1265 E. Lincoln, Anaheim, CA 92805. (714) 535-5000. (37)

RD400 & RD350 Protopipes

Protopipe has all-new road-race style exhaust systems for the Yamaha twins. Dyno designed to produce extremely strong mid-range & top end power. Complete with exhaust manifolds, rubber mounts, jetting & mounting instructions. Guaranteed to outperform all others or your money back. Available with aluminum silencers (pictured) for $175 or steel silencers for $130. PROTOPIPE EXHAUST SYSTEMS, 100 Cristich Lane, Campbell, CA 95008. (408) 371-3336. (13/TFN)

'75 KTM 250

Stored 3 years, top shape, set up for desert/enduro, 2 tanks, 3 pipes, etc. Fast & reliable. $575. (714) 992-0844. (35)

WANTED '79 TT500 tank. Must be cherry. Tom (714) 224-6271. (35)

Can-Am parts

Complete inventory of all Can-Am parts. All years and models. Orders shipped UPS same day. Fox Trail Motors, Algonquin, IL 60102. (312) 658-5284. (50-1979)

Pro-Trac Trailers

The finest, most attractice trailers built! Prices start at $1095.00. Send for brochures and prices. 11363 Folsom Blvd., Rancho Cordova, CA 95670. Phone (916) 635-2899. (36)

CZ, MX & Desert crate sale

Low price, limited supply. SOUTH BAY MOTORCYCLES, 2001 Artesia, Redondo Beach, CA 90278. (213) 772-1647 or (213) 379-3344. (50)

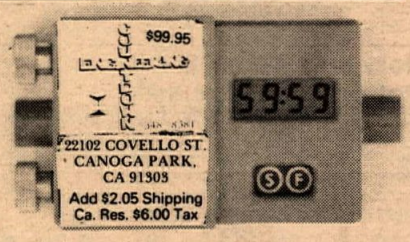
55 VELOCETTE MSS 500cc, make good restoration project. Offers. (213) 920-3922. (37)

'79 Suzuki RM125

Stock, super clean. See to appreciate. A-1 condition, $850. (714) 877-2789. (35)

Racers

Free freight on XR-750 parts. Now you can get those hard to get XR-750 parts. HARLEY-DAVIDSON WEST, the nation's #1 Harley-Davidson dealer, has a complete line of Harley-Davidson parts in stock. Any class C Professional license holder can get cost + 20%. From now until May 1, we ship your parts "FREE" with $100.00 min. order. Call (213) 822-3426, ask for Paul. (6/TFN)



(213) 348-8381. (35/TFN)

'76 Yamaha YZ400 Mono

Desert goodies, Metzelers, etc., xlnt., $475 firm. ABC road racing leathers, red, white and blue, for 6'-180 lbs., good cond., $125. (714) 494-6155. (35)

Norton Classic

1975, 850 Interstate, black. Less than 1000 miles, always garaged, as new. $1,750. Call Andy (Atlanta), (404) 377-5544. (36)

'72 CZ 250cc, TWIN SPARK ignition, suit novice dirt or enduro rider. $400 or offer. (213) 920-3922. (37)

'76 Ford ¾ ton van

V-8 power steering and brakes, air, cruise, AM/FM tape, CB. Sunroof, mags, new radials, custom interioring, low mileage. $6000.00. (213) 981-0767. (35)

Norton Triumph owners/dealers

We repair stripped ports, threads. COMPETITION CYCLE CENTER, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (TFN)

Suzuki DR-500 Thumper

1978 RM — suspension, alum. swinging arm, mag., hubs, DID rims, megacycle cam, ported head, 36mm Mikuni, S&W valve parts, and much more. Must sell. (213) 867-4118. (36)

'78 Moto Guzzi V50

Xlnt. cond., 3500 mi., $2300. (213) 379-4013. (35)

'76 Husky CR125

Mint cond., $650. (714) 532-1256. (35)

Foxy deal

17½" Fox Airshox, used once!! $275 with gauge. (714) 545-0722. (35)

'77 Maico 250 AW

New piston, rebuilt lower end, Wheelsmith pipe, works shocks, air forks, Terry cables, new grips, Sunline levers, magnesium rear hub, perfect condition. Must sell, $725. (213) 888-5090. (35)

1977 SHORT TRACKER, 350/250 Kawasaki. Champion frame, Ceriani forks, disc. Less than 10 hrs. on bike. $2000.00 invested, sell for $800.00. After 6:30 p.m. (714) 842-7528. (35)

'78 Can-Am 250, perf. cond.

It has been a garage warmer; has xtras and is immac. Must sell, $1025 or best offer. (714) 531-0853 or (714) 821-0355. (35)

For sale

2 pairs MX pants and 2 pairs, size 10-10½ boots. Good condition. Days (213) 603-3261, evenings (714) 826-0254. Ask for Jim. (35)

Wanted full time members

Master Links M.C., Inc. Desert and Grand Prix racing. For info: Chuck Lagman (213) 868-7092 or Dave Barr (213) 925-4336. (35)

'77 KTM 400

Stock, low hours, very good condition, $850.00 or trade for old non-Japanese street bike or road racer. (714) 741-7751. (35)

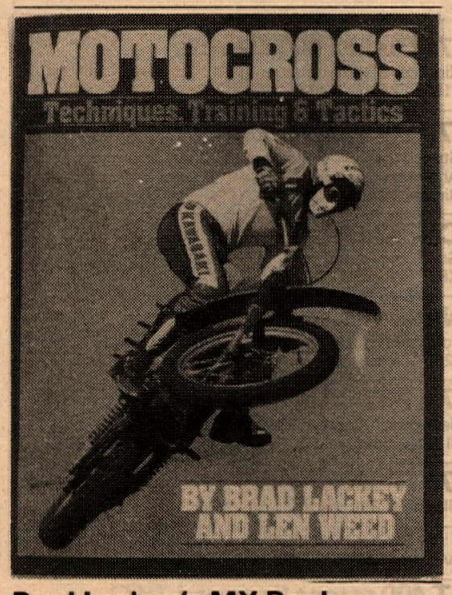
1972 XR 750 Harley-Davidson

Getting out of racing. Must sell. (503) 837-3371. (35)

TRIALS 250 MONTESA, real clean, $200. Motocross forks & triple clamps, $35. Front wheel, $5. Rear Yamaha enduro wheel, $5. Tires 400x19 Dunlop K70, new & like new 350-19 trials, good. All three $15, other misc. stuff. (714) 628-3183. (35)

Yamaha Penton sale

'78 IT 400, stock, ridden half-fast + spare parts. Cables, speedo, etc., $900.00. "75", 250 Penton, fresh eng., KTM nu-shocks — desert tank + many spare parts, $500.00. 3 rail trailer, small wheel — large storage box, $250.00. (714) 821-1302. (35)



Brad Lackey's MX Book

"Simply put, it's great" . . . Cycle News. 224 pages. 400 photos. $9.95 plus $1.05 postage. Calif. add 60¢. CLEANSHEET ENTERPRISES, P.O. Box 241V, Tarzana, CA 91356. (36)

Bultaco Frontera, two enduro

Ready, 360cc's, up pipe, $500. Bassani down pipe, $350. Both $800!!! Tools and spares thrown in. (213) 864-5563. (36)

Suzuki RM-250C2

Excellent condition, like new, 8 mo. old, ridden little, never raced. $875.00 or best offer. (213) 324-5449. (35)

Help me!!!

'76 Honda MR 175 — $550.00/offer. '78 Honda 750 SS — $2000.00/offer. '78 Chevy Van, extras, $6500.00/offer. (213) 634-2863. (36)

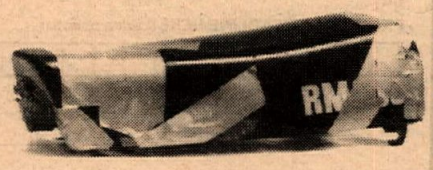
62 BMW. Runs good, R-60. $750. Ph. (213) 599-2268. (35)

Fox GP Yamaha 125

New 27 hp Mugun engine (plus stock 125 engine). Fox Air Mono, Simon forks, much more. A MX show bike that kicks. $2800 invested, sell for $1200. Mark (213) 413-3127. (35)

Quack ! Quack !

Where are all the Duckbackers? I need encouragement!
Grandma Duckbacker (35)



Does your seat need fixing?

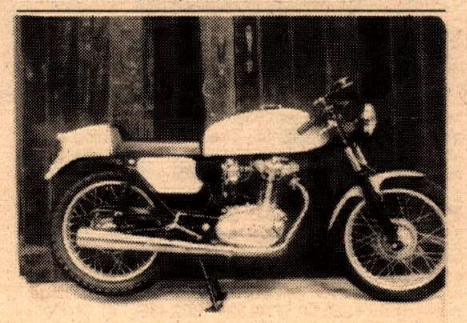
We make and install "CEET" seat covers, repair foam, raise or lower seat height, etc. MASSCO, INC., 10282 Trask Ave. "C", Garden Grove, Calif. 92643. (714) 537-8771. (35)

'79 HONDA CR250R, like new, super deal, $995. (714) 440-7167. (35)

1975 250 Pursang
Mint condition, $450.00. 1-(714) 598-2354. (35)

'78 Suzuki DR370
Off road four stroke single, $800.00. (213) 448-8107. (35)

NEW CATALOGUE! $2.00. AL BAKER R & D, 6878 Santa Fe Ave. E, Hesperia, Calif. 92345. (36)



'74 Ducati 450 Desmo
XInt. cond., many spares, tools, fac. mega., very rare, $1525. (213) 379-4013. (35)

'77 Yamaha TT500
Street legal, excellent condition, Malcolm Smith tank, Al Baker pipe, Super Trapp, Preston Petty fenders, Rimsaver tires. $1000/offer. (714) 528-9941. (35)

CR250 Elsinore
Good condition,, take reasonable offer or trade for XR75 Honda. (213) 428-1692. (35)

New—Fox Airshocks 17½" long
Bought in late January, 1979. Used ONLY "3" TIMES!! $250.00 cash, asking! (213) 413-3127. (35)

'79, 250 CR Honda
New piston & rings, Curnutt shocks and 3 rail trailer, $1995.00. After 4:30 p.m., Mike (213) 635-6606. (36)

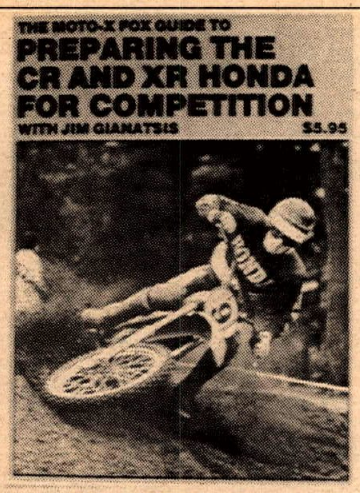
'79 IT 400
Like new, 300 miles, $1275/offer. (714) 586-4928. (36)

'78 SUZUKI RM125C. Fast & clean, $650.00. Call evenings (213) 336-2380. (35)

IT 400 street licensed 1977
Terry Kit, White Bros., Pro Fab, original bore, low miles, used but not abused, excellent shape, misc. spares & goodies. $975 O.B.O. (213) 249-5367. (35)

'79 Maico 250 mag. — $1495
Wheelsmith barrel, Buchanan's wheels, low mileage and much, much more. (213) 966-1393. (36)

Rickman Metisse 650 Triumph
Mark IV scrambler, Rickman forks, and mag wheels, including extra rear. Other extras, bike 4 years in stoarge. $1500.00. Box 222, Linden, MI 48451. Evenings (313) 735-7183. (35)



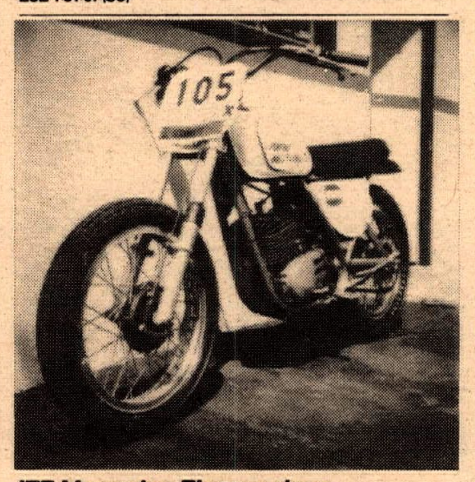
It's hot! Moto-X Fox Honda Book
The new Moto-X Fox Guide To PREPARING THE CR AND XR HONDA FOR COMPETITION now available. Race preparation information and an inside look at Team Honda with Jim Gianatsis. Honda book, as well as Suzuki tuning book available at $5.95 each plus $1.00 shipping from MOTO-X FOX, 520 McGlincy Lane, Campbell, CA 95008. (44)

KTM•PENTON•KTM•PENTON
COLINS & SONS is the largest dealer west of the Rockies. Full parts inventory for all models, from 1969 to 1979. We ship world-wide same day. COLINS & SONS, 1265 E. Lincoln, Anaheim, CA 92805. (714) 535-5000. (37)

'76 Ossa Phantom 250cc MX
Aluminum swingarm, special air cleaner, showroom condition, ridden once, been stored. Cost $1300.00, first $695.00 OBO takes. (213) 347-5853. (35)

Quack ! Quack !
Go Son of Desert Duck !!
Grandma Duckbacker (35)

1977 MT125R
Never raced! With spares, $1200.00. Call Mike (303) 232-7576. (35)



'75 Yamaha Flattracker
Bike is clean, fresh, and fast! Betors, Goodyear's, K&N's, 19's, $700.00. Ask for Gordon (714) 623-1204 or 591-2177. (35)

Honda XL350 1978
Street or dirt, C&J swingarm, S&W, Long Beach Honda 402cc motor, two sets of tires, many more extras. $900.00 or best offer. (213) 324-5449. (35)

PRIVATE PARTY RATE
Ten words $2.50
11 through 25 words $4
Over 25 words, 10 cents per word
Headline in Bold Type ..... $2 extra
Pictures ..... $4 extra
No larger than 5x7

COMMERCIAL RATE
Ten words $5
11 through 25 words $9
Over 25 words, 30 cents per word
Headline in Bold Type ..... $3 extra
Photos $6

SPECIAL HANDLING
Blind box or Rotating Ads ..... $5 extra

HELP WANTED ADS
Ten words $3
11 through 25 words $6
Headline in Bold Type $3

Cycle News cannot be responsible for illegible phone numbers.

PLEASE PRINT

Name
Address
City State Zip
PRINT BOLD HEADLINE HERE (Leave spaces)

WANT AD BLANK

master charge — BANKAMERICARD VISA — BANKAMERICARD

Credit card limit minimum $5.00.
Please fill in your complete account number and expiration date

Card expires

WANT AD DEADLINE
Friday noon for the following Wednesday's publication. Send check or money order or charge it on your Master Charge or Visa credit card. Credit card limit minimum $5.00.
CYCLE NEWS, P.O. BOX 498
LONG BEACH, CA 90801

Signature

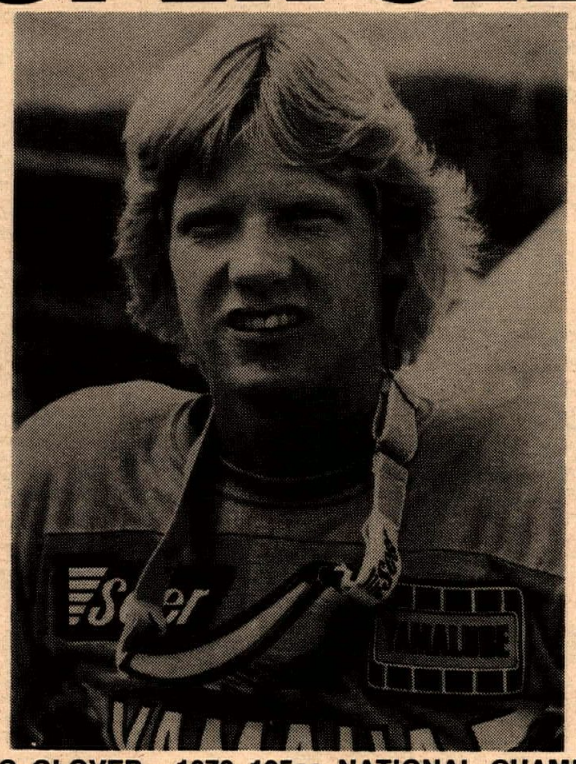
The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

THE GREAT COAST-TO-COAST WANT AD OFFER!
Your ad that runs in the West can run in the East for only $2.00 for 25 words or less, if over 25 words $5.00. Pictures are $3.00 extra.

COMMERCIAL RATE: 10 or less $2, 11-25 words, $5, over 25 words 30¢ per word. Pictures are $4.

Area code Phone number

GLOVER MAKES IT THREE IN A ROW WITH SUPER SEER



BROC GLOVER—1979 125cc NATIONAL CHAMPION
TO WIN, YOU HAVE TO BE THE BEST. BROC WRAPPED UP HIS THIRD NATIONAL TITLE USING THE #1 GOGGLE
SUPER SEER

When you want to win, use Super Seer
THE BEST IN SIGHT!

SUPER SEER CORP. — P.O. BOX 700
EVERGREEN, COLO. 80439
303-674-6663

SUPER SEER — P.O. BOX 577
FENELON FALLS, ONT., CANADA
KOM-INO 705-887-2306

At your dealer's or at your door —
buy Cycle News or subscribe
and we'll deliver!

PASADENA SUZUKI
★ Volume Prices on ALL Suzuki Performers
★ We service what we sell with quality
Service oriented departments
2900 E. Colorado Blvd.
Pasadena, CA 91107
213-795-4129

CURNUTT SHOCKS
75992 Baseline
Twentynine Palms, CA
92277
714/367-9179

DURA LUBE
270 Vinedo Ave.
Pasadena
CA 91107
(213) 795-7628

LUFT RACING
PRODUCTS
9601 OWENSMOUTH UNIT 28
CHATSWORTH, CA 91311
(213) 341-0448

Cycle Rider Stores
Offer
Discount Prices
7 Days a Week!

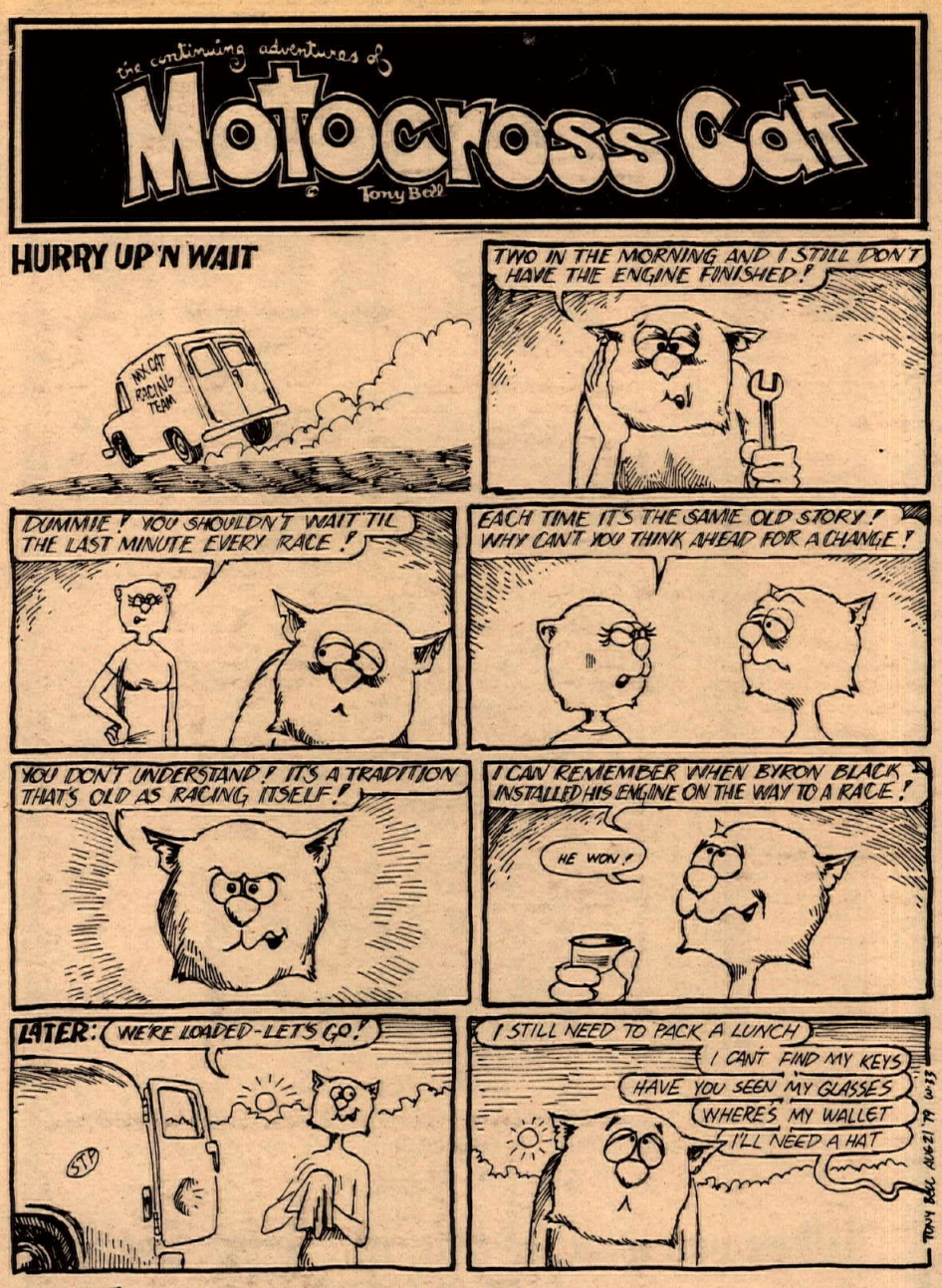
205 N. Harbor
Santa Ana, CA
714-839-5541

1520 W. Holt
Ontario, CA
714-983-8210

Speedweek West
Nov. 16, 17, 18
Anaheim, CA
Coca Cola MX Finals
Info: 714/752-0503

DMG MAICO
125cc Parts Also
Mail Order Parts
We have it in Stock
213/832-6844
1505 South Pacific Ave.,
San Pedro, CA 90731

Suspension and Engine
Race Prep Specialist
Husqvarna
Pomona Valley Kawasaki
1170 W. Holt, Ontario, CA
714-983-5988 714-623-1204



Motocross Cat Tee-Shirts!

- Super quality 50% Cotton, 30% Polyester!
- Knitted neck & arm trim
- Dark cartoon with red lettering
- Approved by Papa Wealey

FREE

1 each large & small Cycle News stickie with order

Dealers inquiries invited
Now available at your Cycle News Dealer

Name _____

Address _____

City _____ State _____ Zip _____

I want _____ ☐ Small ☐ Medium ☐ Large

Cycle News Products
P.O. Box 498
Long Beach, Ca. 90801

Motocross Cat Tee-Shirts
I enclosed $7.95 for each Shirt
(Calif. residents add 6% sales tax)

'78 Yamaha YZ 125 E

Scott's Scooter Service shock with res. 10½ inches of travel, Scott's fork kit with 10 inches twister throttle, DG head, cylinder, blue print engine done by Charlie Hamill, Mark Porter silencer & much more. Firm $850. (213) 361-7728. (35)

1979, 390 OR Husqvarna

Excellent cond., 2 tanks, 2 air filters, extra tires, M/S skid plate, 2 new Metzelers on bike. $1600.00. (213) 691-4622. (35)

'77 Suzuki RM125B

Stage II porting and fork mods. by Scotts, 520 chain, Curnutt shocks. $550. Also helmets, boots, etc. (213) 249-9134. (35)

'79 Suzuki PE250

Brand new, must sell, $1200.00. (213) 891-1134. (35)

Dick Mann TT500 frame

with swingarm and glass top shape, $450.00. '77 TT500 motor with new top end, extra cylinder, piston, cam, $450.00. Supercycle, days (415) 687-0749. (35)

GS1000 rear wheel

Complete, less disc. As new. $75.00. (805) 746-4058. (36)

To good home

1955 Panther, model 75. New top end, runs good, original parts included, one owner. $300. (714) 866-3370. (35)

'78 250 YZE, $800. Good condition, Metzelers, DG number plates, Luft shock. (805) 259-0114. (35)

'75 RICKMAN 125, less than 100 miles, never raced, excellent cond. $350.00. (213) 447-6801. (35)

'78 Yamaha YZ 250 E

Excellent condition! Must sell! $850.00. Days (213) 340-1083, eves. (213) 761-3135. (35)

'78½, 250 KTM

Factory porting, Curnutts, lo-miles. See and buy. $1300. (213) 449-7172. (35)

Yamaha IT250E, $950

Long travel front & rear, new tires, 1600 miles. (714) 839-1495. (35)

2 SUPER HAWKS, 1967 for parts, $100.00. Call after 6 p.m. (213) 821-6236. (35)

Speedway bike

New Westlake, custom magneto set-up. Many extras. (714) 536-5013. (35)

Wedding bell blues

3 H-D Sprints; 350 (S. track), Belland frame, 250 Indoor-Belland frame, 250 T.T. All disc brake/Ceriani. Total spares fill P/U truck; extra comp. 350 engine, 3 add'l. frames, lots pistons, barrels, valves, clutches, etc. $1800 takes all. Monty (916) 334-5545. (35)

TRACKMASTER TRIUMPH 750. Pro built long rod — A.R.D. — Mikunis — Ceriani — S&W — TT & ½ mile set up. Clean — dependable — fast. Ask for Matt (406) 723-5546 or (406) 494-7065. (35)

Quack! Quack!

Think of all the tracks left by the BLM when they surveyed the dez — smart going guys!
Son of Desert Duck (35)

'75 Husky 360

Excellent cond., includ. Bell Moto-Star, x-tra tank, make offer. Call after 5:00 p.m. (714) 557-3326. (35)

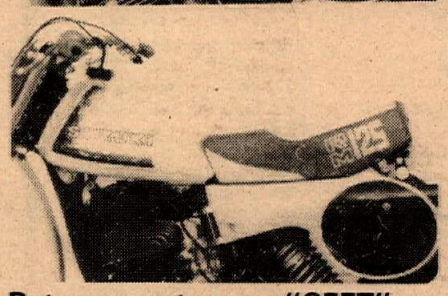
'79 YAMAHA YZ 125-F, H.D. springs-forks-chain — exlnt. cond. — $950.00. 3-rail trailer w/spare — $200.00. (213) 322-4504. (35)

'79 RM250N

Bike has only been ridden for 1 month. Injury forces sale. $1300. (714) 488-6911. (35)

'74 Triumph 500 Single

8" Betors, Konis, Mikuni carb, Barnett clutch, big bore kit, lighting kit, clean, $625 or offer. (714) 522-7489. (35)

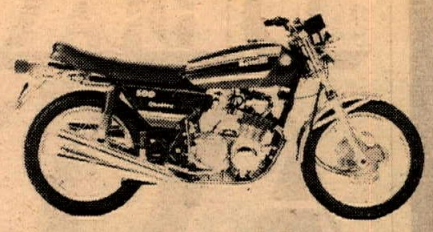


Put your seat on our "CEET"

2 tone seat covers in works colors, super good looking, durable, easy to install. Available for YZD thru F, all RM and RMN, KXA5, HONDA CR250R, MAICO. Also black with "works" markings on side. 2 tone, $20.95. "Works" black, $17.95. Call COD orders or send to MASSCO, INC., 10282 Trask Ave. "C", Garden Grove, Calif. 92643. (714) 537-8771 or (714) 826-6616. (35)

XR500 Honda

Minus engine, cheap, will piecemeal. Cortez, (404) 884-3112. (35)

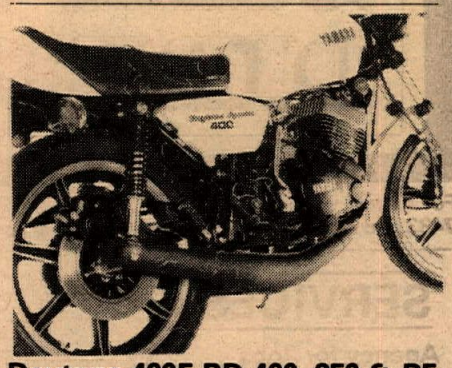


New '77 Benelli 500 Quattro

4 cyl. OHC, 4 22mm Dellorto's, 5-speed, 462 lbs. $1700. Phoenix (602) 275-7005. (37)

Moto-cross Brake Service

Brak drum truing, brake shoe relined. Special MX braking components. MOTO-CROSS BRAKE SERVICE, 12781 Western Ave. Unit C, Garden Grove, CA 92641. (714) 898-9152. (36)



Daytona 400F RD 400, 350 & R5

TZ styled pipes with tapered headers, hydroformed bodies for increased scavaging, dyno proven over stock. Sets are supplied with spring mounted flanges & rubber mounts.

Supplied with stell mufflers; $119.95. Aluminum, $135.95. Daytona models use threaded flanges for use of exhaust shutters. Sets are supplied with springs, jetting, installation instructions and completely guaranteed. PIPELYNE, 385 Lincoln Ave., San Jose, Calif. 95126. (408) 279-2307. (36)

'78 R100/RS BMW

L. blue, 4000 miles, exc. condition. (213) 394-4591. (36)

KANEMOTO PIPES FOR RD400-RD350 FROM TOOMEY RACING

These pipes designed by Erv Kanemoto produce 8 dyno proven horsepower over stocks in the mid range and top end. These are the finest made, nicest looking, best performing pipes you can buy. Complete with rubber mounts, aluminum mufflers, tapered head pipes, instructions and jetting. These are hand rolled pipes, not stamped sections. $185.00. Call or write TOOMEY RACING, 25901 Belleporte Ave., Harbor City, CA 90710. (213) 539-4324. (31/TFN)

ABC leathers

Worn once, like new. Flattrack style. Best offer. Cost new $375.00. Ask for Gordon (714) 623-1204 or 591-2177. (35)

'76 Yamaha IT 400

In storage for six months and seldom ridden before that. K&N filters, very clean, $995.00. Full Bore boots, used only once, perfect condition, $45.00. (714) 538-0777. (35)

XL 250 engine

Trick valves, S&W springs, turned down flywheel, lightened crank, big bore, Barnett clutch, cam, hardened 2nd and 3rd gears, $100.00. Ask for Rick (213) 963-7970. (35)

Saltzman's summer sale

$300 cash-back on '79 Can-Ams. Husky 360 GP engine, 17" & 18" wheels complete, new tanks from $35. Betor forks . $115. Nylon jerseys — $4. Honda Ohlins — $265. Can-Am riding gear. All sales final, no dealers please. BILL SALTZMAN MOTORCYCLES. Used bikes also. (213) 337-6811. (36)

Silver Jubilee Triumph

Showroom condition, must see, $3000.00 O.B.O. (213) 330-4614 or (714) 598-2225. (35)

IT400, 1978, perfect

condition, trail ridden only, low miles, stock bore, Terrykit forks, White Brothers mono, must see to appreciate, $1100.00. (213) 360-3421. (35)

DKW • SACHS • DKW • SACHS

Largest retail parts inventory in the United States. We ship world-wide same day. COLINS & SONS, 1265 E. Lincoln, Anaheim, CA 92805. (714) 535-5000. (37)

DEALER AND SERVICE DIRECTORY

For listing write Cycle News, PO Box 498, Long Beach, CA 90801 or call 213-427-7433 (Ad Dept.). Each individual 6-8 line listing: $150 per year (50 issues).

SERVICES

Agency for Jobs

● SALES ● SERVICE ● PARTS TECHNICIANS ✓ MANAGERS ✓ DEALERS ✓ DISTRIBUTORS we match skills & jobs MOTORCYCLE EMPLOYMENT NATIONWIDE. Call MEN, 4262 Campus Drive, B-7 Newport Beach, CA 92660. PETE COLMAN — WRITE OR phone (714) 557-3056.

Automotive

EDDIE HOPPER CHEVROLET-10511 Garden Grove Bl, Garden Grove, CA 92644. 714-534-2700, 213-924-1666. Comp. line Chev. new & used trucks & cars. Sales 7 days, parts & service 6 days. Leasing nationwide delivery on new trucks & autos.

Dirt Suspension

AL BAKER RACING DEVELOPMENT — Race proven suspension specialists. Fork kits, monoshocks, freon shocks. Fifty total suspension packages. Free brochure. 6878 Santa Fe Ave. East, Hesperia, CA 92345. 714-244-5425.

Engine Building and repair

CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 2217 N. Vancouver, Portland, Oregon 97227 (503) 284-6983.

E.C. BLUEPRINTS — Like to become a tuner or build your own bike? My experience could be cheaper than your mistakes. Info catalog $2.00 to E.C. Birt, N. Charlotte Street, Dickson, TN 37055. (615) 446-6807.

FAIRWAY RACING PRODUCTS — Crankshaft rebuilding, Prod. & G.P. RR specialists, full Yamaha services available. Road race parts in stock. 1350 E. Yorba Linda, Placentia, CA. 714-524-1205.

TAP-EX COMPANY — 1825 W. 144th St., Gardena, CA 90249. 213-323-3834. Broken studs, e-z outs, drills, taps, screws, pins, reamers, inserts, etc., removed without damage. U.S. & Metric inserts installed.

Exhaust products

BONE'S CYCLE SERVICE — Start smoking with Bone's Smoker Expansion Chamber. Made to order. Porting, frame mods, dyno tuning. 2310 Meadowlark St., San Pablo, CA 94806. 415-758-2843.

Frame

TRACKMASTER RACING FRAMES — & ACC., for the Professional. Replacement swingarms for the new Goodyear DT 2 Tire. Deluxe RM 80 & YZ 80 Mini frames (ST & MX). A Must! 18548 Parthenia St., Northridge, CA 91324. 213-349-9487.

Insurance

CALIFORNIA Motorcycle Insurance Agency means low cost m/c ins. We represent various ins. co's. Phone or write for our lowest rate for your m/c. 714/956-5222, 213/637-0751. PO Box 3878, Anaheim, CA 92803.

Monoshock Unit Service

WHITE BROS. CYCLE SPECIALTIES — 11611-17 Salinaz Dr., Garden Grove, CA 92643. Monoshock Modifications. The Monoshock experts. Long travel kits, internal modification & service on all '75 thru '80 shocks. 714/638-1653.

Performance

POWROLL PERFORMANCE — For Honda, Yamaha, Suzuki, Kawasaki 4 strokes. Carbs, Cams, Borekits, Strokekits, Exhaust Systems & Custom Services. Performance Specialists since '64. Contact your nearest dealer or P.O. Box 1206-CNW, Bend, OR 97701

Pistons

Q & E CYCLE ENGINEERING & SUPPLY — California distributor for WISECO 2 & 4 stroke high performance pistons & rings. Sizes: std. to 0.080. Catalog on request. 1140-A N. Kraemer Bl., Anaheim, CA 714-630-5720.

Riding apparel

A-1 BILL WALTERS LEATHERS — Custom leathers, Quality trail or competition, MX leathers, jerseys, belts, road riding jackets, pants. 7359 Varna Ave., N. Hollywood, CA 91605.

ABC LEATHERS, INC. — Top Qual. M/C rac. apparel. New design in R.R. & Skate Board suits. Nylon & Leather MX pants. Cleaning, alterations, repairs. M-F 8-4:30, Eves. & Sat. by appt. 9802 S. Atlantic, S. Gate, CA 90280. 213-564-1715.

BATES LEATHERS! All of our quality leathers are waiting for you at the bigger-than ever Bates Leather Shop For Street MX, Competition, — everything. Plus gloves, riding belts, sweaters. Shop with the Pros, be fitted by Pros. Over 30 colors. Alterations, number changes, cleaning & repairs too. All accessories also on display! Open M-F 8-4:30, on selected Saturdays and by appt. 660 W. 16th St., Long Beach, CA. 213-435-6551. Nr. LB. Fwy. & Pacific Coast Hwy.

Steel Shoe

KEN MAELY — Steel shoes custom **$65** 14" lace boots **$65**. Send boot or pattern with toe height. Rt. 2 Box 75B, 8530 Bedford Motorway, Corona, CA 91720. 714-735-0540.

Trophies

OLYMPIC TROPHY CO. — Special Program for all District Clubs, Promoters. Free Engraving & Delivery. Low Prices, Highest Quality, Largest Sizes, Newest Designs. Sport Medals, Awards, Plaques, Jewelry, Club Pins & Gifts. Charlie Kight 301/739-5811. 701 Park Lane, Hagerstown, MD 21740.

Wheels

WHEEL WORKS — For on and off road custom lacing & spin balance. Distributor for Akront, Avon, & Goodyear. 9104 Garden Grove, Garden Grove, CA 92644. 714-530-6681.

DEALERS

Anaheim

Q & E CYCLE ENGINEERING & SUPPLY — Montesa & CZ bikes & parts. Machine shop: boring, sleeving, milling, heliarc. Service on all bikes. 114-A N. Kraemer Bl. 714-630-5720

Brea

BREA KAWASAKI — 515 W. Lambert Rd., Brea, CA 92621. 714-990-5701. New/used M/c sales, Jet-Ski and Generators. Ins. & financing avail. Comp. line of parts, acc., serv., repairs, and HI PERFORMANCE RACERS WELCOME.

Costa Mesa

AWARD MOTORS, INC. — Honda, Yamaha & Triumph dealer. Dyno tuning & boring. 1680 Newport Bl, Costa Mesa, CA 92627. 714-642-4343 or 714-833-9777.

Encinitas

ALBA HONDA — Honda M/Cs, Lawnmowers, Generators, Rototillers, Outboards, Water Pumps. 3 Wheelers & Odyssey Husqvarna, Maico, Bultaco, KTM Ossa & Wet Bikes. 1 day U.P.S. service — All Parts. 328 El Camino Real, Encinitas, CA. 714/4369771

Fullerton

TOWN AND COUNTRY CYCLE — Suzuki and Puch. Sales, service, parts, & accessories. Insurance. Hard to get parts. 411 S. Brookhurst, Fullerton, CA 92633. 714-871-2460.

Gardena

HONDA OF GARDENA — 15515 S. Western Ave., Gardena. 213-770-0603 or 323-8314. Full line of Kawasakis. Parts & Access. M.C. insurance too! Come in or call.

La Habra

LeBARD & UNDERWOOD — 321 E. Imperial Hwy, LaHabra. 213-691-0553 or 714-879-8252 Quality BMW & HONDA sales, service, parts, & insurance since 1946. Open 7 days a week.

Long Beach

LONG BEACH YAMAHA-3580 E. Pacific Coast Hwy. Yamaha M/C's, parts & complete line of Yamaha street & dirt accessories. Cylinder boring & Mono mods. Best service in area. Open Mon-Sat. 213-597-3317.

Oceanside

HONDA OF OCEANSIDE — ATC Specialists. Frames, strokers, piston kits, beer racks. Mail order parts & engine work shipped anywhere. Super prices on new ATC 110's & 125's. 1718 Mission Ave., Oceanside, CA 92054. 714-433-6830.

Sacramento

JOE SARKEES MOTORCYCLES — Triumph, Honda, BMW. Sales, Service, Parts & Access. 2509 Broadway, Sacramento, CA 95818. 916-452-5491.

Santa Cruz

HI-PERFORMANCE JET SKI. We do custom & hi-performance 475 Super Ski conversion & installations. Write or call Santa Cruz Kawasaki/Jet Ski, 3921 Soquel Dr., Soquel, CA 95073. 408-476-9893.

Portland, Oregon

Why wait! Shipped today — Triumph, Norton, BSA, Amal, Lucas, BTH English. Cycle Hub, Inc.; 3602 NE Sandy Blvd; Portland, OR 97232. 10 A.M. to 7 P.M. Dial 1-Joe BeCycle (1-503-232-9253).

ADVERTISER INDEX

AME 40
Anaheim Husqvarna 27
Apache Ltd. 27
Ascot 29
Al Baker's FMF 40
Bell Helmets 20
Bel Ray 37
Big Four Distributors 29
Burbank Yamaha 39
CRC 38, 39, 40
California Side Car 38
Canoga Park Suzuki 29, 43
Carrera 27
Corona Raceway 41
Curnutt Shocks 45
Cycle News Prod. 19, 23, 41, 44, 46
Cycle News Sub Info 48
Cycle Rider 45
DMG 45
DeAnza Cycle Park 39
Dirt Magnet, Inc. 40
District 37 39
Dunlop Tires 19
Duralube 45
Hi Point 7
Jim Hunter MC Repair 43
Indian Dunes 39
KTM America, Inc. 38
Kawasaki Motors 23
Keystone Motocross Works 27
Kustom Kraft Perf. Spec. 27
Lakewood Honda 37
Lectron Products 7
Luft Shock Factory 45
Ken Maely Ent. 40
Midwest Action Cycle 23
Moto-X Fox 29
M/C Tire Corp. 43
National Minicycle Assoc. 31
Okla. State Fair 41
Olympic Trophy 43
Othman Dist. 27
Pacific Coast Sportcycles 21, 27, 29
Pasadena Suzuki 45
Pomona Valley Kawasaki 45
R & R 27
SRA 39
Saddleback Park 40
Saddleback Suzuki 23
Scott U.S.A. 15
Simi Valley Yamaha 27
Malcolm Smith M.C. 43
Sport Tracks 37
Stadium Motorsports 45
Sun Metal Rims 37
Super Seer 45
Suzuki of Van Nuys 37
Swap Meet 43
T & O Yamaha 38
Sammy Tanner Dist. 23
Terrycable 23, 38
Track 'n Travel 43
U.S. Suzuki Motor Corp. ..... 5, 24 & 25
WASCO Frames 27
WFO 23
Western Cycle Supply 37
Yamaha Int'l ..... 2 & 3
Yoshimura 17

YOUR CYCLE NEWS SALES MANAGER IS: SINCERE HONEST CREATIVE FLEXIBLE AGGRESSIVE SYMPATHETIC TRUE TO HIS WORD DETERMINED UNWAVERING RELENTLESS UNDERSTANDING STEADY POLITE STRONG PASSIVE FIRM LEVEL HEADED AGREEABLE SHREWD WITTY CONSISTENT UNHAPPY all mixed with a touch of cunning craftiness and craziness. ©

Call him today 213-427-7433

DEALER AND SERVICE DIRECTORY

ADVERTISING BLANK

Each listing limited to 6-8 lines.

Dealer Name _____

Address _____

City _____ State _____ Zip _____

Brands _____, _____, _____, _____

Message _____

Hours _____ Phone _____

For speedy service call 213/427-7433 or mail this coupon.

☐ My $150.00 check enclosed.

☐ I am a Cycle News dealer, please bill my account.

Send to Cycle News, PO Box 498, Long Beach, CA 90801

EARTHQUAKE FOLLOWS FEROCIOUS MOUSE ATTACK AT JR. NATIONALS.

YAMAHA RIDERS LEFT THE OTHER KIDS SPINNING THEIR TRAINING WHEELS AT THE NATIONAL MOTO-SPORT ASSOCIATION GRAND NATIONAL CHAMPIONSHIP.

FIRST, THE 50cc JUNIOR RIDERS FOUND A MOUSE IN THEIR MIDST—MIKE "MOUSE" McCOY—ON OUR NEWEST MONOSHOCKER: A YZ50 FRESH OUT OF THE CRATE. MIGHTY MOUSE ROARED TO A FIRST AND SECOND IN HIS TWO MOTOS, CAPTURING THE CHAMPIONSHIP.

THAT EARNED THE YZ50 A NATIONAL TITLE IN ITS VERY FIRST RACE. YOU CAN'T GET MUCH FASTER THAN THAT.

EXCEPT MAYBE ON A YZ80. THAT'S WHAT ERIK "EARTHQUAKE" KEHOE RODE TO WIN THE 83cc STOCK AND MODIFIED CLASSES. THEN, JUST TO PROVE THAT HE'S TOO BIG FOR HIS LEATHER BRITCHES, EARTHQUAKE SHOOK UP THE BEWILDERED 105cc EXPERT RIDERS BY WINNING THAT CLASS. STILL ON HIS YZ80.

MOUSE AND EARTHQUAKE WEREN'T THE ONLY WINNERS ON YZ'S. BRIAN TAYLOR WON THE 100cc STOCK AND MODIFIED INTERMEDIATE CLASSES. "BULLET" BEN THERIOT DID THE SAME IN THE 100cc STOCK AND MODIFIED EXPERT DIVISIONS. AND BILL LILES DOUBLED IN THE 125cc AND 250cc STOCK RACES.

HOW COME YAMAHAS DID SO WELL AT THE JUNIOR NATIONALS? BECAUSE OUR LITTLE YZ'S ARE BUILT TO RACE—AND WIN—JUST LIKE OUR BIGGER YZ'S.

AND THAT'S WHY WE KEEP ATTRACTING THE BEST YOUNG RIDERS. WITH THE BEST NICKNAMES.

WATCH OUT, HURRICANE.

YAMAHA

When you know how they're built.

SAVE $3.00 NOW

Subscribe to Cycle News Today

New prices effective Oct. 1st—$18.00
Yes, costs have increased and we must raise the price of Cycle News effective Oct. 1, 1979.
But here's fair warning, you can get in on the old rate till then.

Send in your Sub order today at $15.00 and save $3.00 off the new rate. Fill out the handy form below and mail to: Cycle News, P.O.Box 498
Long Beach, CA 90801
or call (213) 427-7433

Fill out and send today only $15

Cycle News Subscriber BONUS OFFER

FREE! with all paid orders. Choice of Bumper Banner

You'll see it first in California!
You'll see it first in Cycle News
World Headquarters, Long Beach, California

The Best Go West
CYCLE NEWS/West

We don't care how the hell they do it in California!
CYCLE NEWS-EAST

☐ I have enclosed my payment

Please send my Free Banner
I choose ☐ "The Best Go West"
☐ "You'll see it first in California"
☐ "WDCHTHTDIIC"

☐ Please bill me

☐ This is a renewal

master charge VISA

Name (please print legibly) _____

Address _____

City _____ State _____ Zip _____

Mail to Cycle News/West, P.O. Box 498, Long Beach, CA 90801
or call (213) 427-7433

BIG SAVINGS

I want Cycle News			Effective Oct. 1st.
(1 year) $15.00	☐	50 weeks	$18.00
(2 years) . . . $27.00	☐	100 weeks	$30.00
(3 years) . . . $37.50	☐	150 weeks	$41.00
1 st Class . . .$55.00	☐	50 weeks	$58.00

Please fill in your complete account number and card expiration date below:

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Signature _____

Card Expires _____ Date of this order _____

The issue of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such TOTAL (together with any other chrges due thereon). Subject to and in accordance with the agreement governing the use of such card.

Canada and Mexico (1 yr.) 2nd class $27. October 1st $30.00 Other foreign rates available upon request. Check and Money orders payable in U.S. FUNDS.

CYCLE NEWS

WEST

America's No. 1 Weekly Motorcycle Newspaper

Sharon Clayton, Publisher
Tom Culp, Marketing Director
Caroline Gendry, Sec. to the Publisher
Nancy Gorak, Sec. to the Mktng. Dir.

Advertising
Skip Johnson, Sales Manager. Terry Pratt, Sales Manager. Linda Brown, Advertising Coordinator.

Editorial
Charles Morey, Managing Editor. Dale Brown, Editor. Bobi McGann, Editor.

Graphics and Production
Judy Klinger, Production Manager. Pamela Wood, Production Assistant. Marion Hatashita, Cindy Torres, Typography. Dennis Greene, Laboratory.

Accounting
Mike Klinger, Manager. Jeanne Hammond, Accts. Receivable. Donna Bryan, Asst. Accts. Receivable. Terry Dailey, Credit Manager.

Circulation
Rheba Smith, Manager. Tammy Taylor, Shirley Short, Assistants.

Reader/Dealer Service
Gin Harper, Want Ad Sales. Harry Fisher, Dealer Sales Manager.

Service and Support
Chris Aitcheson, Receptionist. Sam Dickinson, S&S.

West
2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801
(213) 427-7433; L.A. Line 636-8844.

East
4190 First Ave., Tucker, GA. P.O. Box 805, Tucker, GA 30084.
(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $15 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90801. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801.

Subscription rates: One year, second class mail, $15; two years, second class mail, $27; three years, second class mail, $37.50.

Cycle News welcomes unsolicited editorial material including stories, cartoons, photos, etc. Such material, if published, becomes the exclusive property of Cycle News. Such accepted material is subject to revision as is necessary in the sole discretion of Cycle News. Unsolicited material which is not used will be returned if accompanied by a self-addressed stamped envelope. All unsoliticated material will be handled with reasonable care, however, Cycle News assumes no responsibility for the safety, loss or damage to such material. Reprinting in whole or part only by permission of hte publishers. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

Copyright © Cycle News, Inc. 1979. Trademark Cycle News registered U.S. Patent Office. All rights reserved.

ON THE FRONT PAGE: Meet the 41 best two-day trials riders in the U.S., at this moment en route to the Sept. 10-15 International Six Days Trial in West Germany. Photos by Charles Morey.

INSIDE

POOP: BLM/Duck score settled for now . . . 7
MILE: Kidd wins second Indy battle; Eklund gains ground in the war . 9
ISDT PREVIEW: Forty-one Americans assigned to the front line in Germany . . . 10
DRAGS: Trett, Vance tops at IDBA Summer Nationals . . . 14
TT: Chandler sets the pace at AMA Amateur National TT . . . 16
GP: Dirt Diggers GP falls to a guy named "Goat" . . . 18
SPEEDWAY: Moran found innocent of fooling with his fuel . . . 20
DESERT: Malocco passes CRC One-Day Trial test with honors . . . 22
WESTERN HOTLINE: Big guns blast away at Saddleback . . . 28
NORTHERN DATELINE: Spencer spectacular at AFM Challenge IV . 32
CENTRAL PIPELINE: Burke breaks Ute Cup record . . . 35
CALENDAR: Where/when/what . . . 38
WANT ADS: Let your fingers do the browsing . . . 42

VOICES

Elegy to the Duck

The Duck began his flight with many others, soaring and gliding, until one by one, his companions found other interests and priorities. Finally, there were only a few silhouettes in the sky . . . and after many days, the duck was alone.

The Duck was wounded early in his flight, but managed to tumble along in the wind. At last the mortal blow was struck, and the duck floundered and fell to earth. Dead.

It ended so abruptly. The Duck appeared to be in his prime, but the mighty mallard was struck down in mid-flight by the apathy of his constituents.

The Don Quixote of ORVers, he certainly was idealistic and impractical for believing he could fly with the Bureaucracy.

An ancient proverb tells us "As long as a man's name is remembered, he will live." We will always remember The Phantom Duck of the Desert and what he tried to do for us. From the bottom of our hearts, we thank you, mighty mallard, for your flight. It was magnificient.

FRIENDS OF THE DUCK
Vallejo, CA

The results of the entire Phantom Duck of the Desert trailride/trial saga appear on this week's Latest Poop page . . . Editor.

Granny G joins

For quite some time now I have been following the doings of the Phantom Duck of the Desert with awe and envy. Now comes Grandma Duckbacker saying what I was only thinking.

There are a few advantages to growing old, but one is the joy of being a little out of step with the ordinary crowd, to throw caution to the wind.

I want to be on the desert in November as my statement of protest against current BLM policies. So this grandmother has signed up for lessons to learn to ride a motorcycle!

Right on, Grandma Duckbacker! You are not alone.

GRANNY G

Desert Pig follow-up

I've been riding D-37 events since 1954, and it continues to amaze me why some people always seem to leave their trash at more than one campsite after a weekend. It only takes two or three minutes to pick up the junk from sites.

I am damn tired of picking up after people, but I'll keep doing it because I love the desert dearly. And we *must* keep it at *all* costs.

RICH MARKELL
Huntington Beach, CA

Papa's with you on this one, Rich. Pigs are everywhere — just look around the beach, for example. But, as riders, we're all in this save-the-desert thing together, and we all must realize that the people who would close "our" desert will only use our faults against us. Let's all make it a project to police our events. If you see someone getting ready to leave a mess, perhaps offering to help him clean it up will put the message across . . . Editor.

Thanks to Spanaway's Calhoun

Our YZ80 minicycle was stolen from Spanaway Speedway, and when it was discovered, Rick Calhoun stopped his program and personally made a speed run through the neighborhood in search of the bike as did many of the riders whom we want to thank for their efforts.

But our special thanks goes to Rick. On the following Thursday, after hearing from some of his track help, he spent the entire day chasing all over Spanaway and the neighboring area until he actually found the kids who stole our minicycle. By 6:00 that evening, he met with us, and we were able to recover our bike. Without his special efforts, we would not have gotten that bike back.

We want to make our thanks to him public so everyone will know how much time and effort he put forth. The matter had been turned over to the local authorities and might have just been forgotten by another race track manager.

JACKIE McGILL & FAMILY
Olympia, WA

THE NATIONAL PAPERS

I opened my mailbox, and at first glance, I thought somebody had by mistake sent me an issue of *Boys' Life* or *Cub Scout Monthly.*

Peeking out at me on the front cover of *Cycle News (East)* was this baby face with a large cap atop the head. The only reason I didn't put it back in the box was that looking around from behind this kid was Lynn Griffis, Miss Winston Pro Series.

The thought went through my head that perhaps Lynn was baby-sitting on the side, or between flights to the races.

The cover, of course, was of Scotty Parker winning the Duquoin mile and beating out Ted Boody as the youngest rider ever to win a major AMA race.

Scotty is the same kid who aced the AMA two seasons ago when they came up with the idea that you could transfer with points and not total experience. Young Parker, so says the birth certificate, was born late in the year.

So when he turned 16, he had only a few weeks of Novice racing before the new year. Scotty went out and chased a raft of ice races, and in record time came up with enough points to transfer from Novice to Junior in weeks, not months. What ice racing has to do with half mile, short track and TT racing has never been explained.

For 1978, Parker was a Junior with only weeks of experience on the lightweight 250's. But he was one of those rare kids that backed it up and was indeed able to race a 750 at speed and win in the yellow plate division.

By the time the '79 season opened, Scotty was an Expert with slightly over one season in the Pro ranks. Like all hotshot Juniors he headed for Houston and his first two National events. He batted zero — just like most first timers have done over the years.

But each race found him getting the hang of it, and he bounced his way into the half mile winner's circle two weeks in a row at Louisville and Laurel. Something that no rookie had done even once in all of 1978.

But TT racing is not oval racing, and the kid from Michigan (where the latest crop of new go-fast riders are coming from) did not come close at Houston, and he failed to make the final at both Chicago and Castle Rock.

Up at the Rock he put on a show in the Trophy Final that we will not forget for some time to come. He raced the full distance, more sideways and more times off the ground than on, to squeak out a win over one of the Northwest TT specialists. It was probably the best Trophy Race I have ever watched.

A couple of weeks later, at the Ascot TT, Scotty put it all together and was a solid qualifier for the final. Only the lack of experience forced him toward the back as each lap went by. But he had broken the TT barrier.

Then came the win on the Illinois mile. When was the last time a rookie won a National race, and a mile to boot?

But this season we have not one but two 17-year-olds dusting them off from coast to coast. Freddie Spencer is the same age as Parker but has taken

(Continued to page 42)

Mark sandblasts the competition.

Suzuki's Barnett wins St. Petersburg 125cc National.

For the third week in a row, Team Suzuki's Mark Barnett smoked the competition.

Racing over the sandy Sunshine Speedway track, Mark led the way, winning both motos.

The screaming yellow Suzuki left behind a pack of weary competitors spinning their tires in the sand.

Barnett and his Suzuki, winning again and again and again!

Suzuki. The performer. SUZUKI®

THE LATEST POOP BY PAPA WEALEY

BLM, Phantom Duck sign six-point stipulation

LOS ANGELES, CA, SEPT. 4

From a letter sent to *Cycle News* by Bureau of Land Management Riverside District Manager Gerald E. Hillier: "The litigation concerning the 1978 Phantom Duck/the Barstow to Las Vegas trail ride was settled August 28, 1979. In the settlement, all parties agreed to a six-point stipulation."

Enclosed was a copy of the stipulation; the six points are as follows:

1. The Defendants and the BLM have taken reasonable steps to clear the CDCA areas that were used during the 1978 Barstow to Las Vegas trail ride and rehabilitate those areas where riders varied from roads and trails.

2. Although the Plaintiff does not assert that the Defendants are liable, the Defendants agree that they will contact Mr. James R. Smith, Las Vegas, Nevada for the purpose of voluntarily making their peace with Mr. Smith.

3. The 1978 Barstow to Las Vegas trail ride should not have needed to have taken place; and in the absence of a Bureau of Land Management permit, it would be wrong for an event to happen in the future and illegal events should actively be discouraged.

4. The Bureau of Land Management understands that it has a constitutional duty to act without prejudice to Messrs. McKey, Sieman and Fols, who give up not first amendment rights. Mr. Sieman's involvement in this matter before November 26, 1978 was strictly journalistic.

5. There is a public demand for a 1979 Thanksgiving weekend off-road motorcycle event. The Bureau of Land Management will consider a permit application for such an event in the Kadiz, Danby and Parker area. In order that such a permit be issued, it is necessary that a baseline, monitoring program be developed and the BLM will solicit public participation in the development of the program.

6. The court has the jurisdiction at any time to reopen all proceedings with regard to requiring reimbursement to Mr. Smith.

The stipulation was signed by James R. Arnold, Assistant U.S. Attorney; Gerald E. Hillier; George James Stephan, Attorney for Messrs. McKey, Sieman and Fols; Louis H. McKey; Rick Sieman and Albert Fols. Warren J. Ferguson was the U.S. District Judge.

According to an accompanying BLM press release, "Highlights of the stipulation are that the BLM permit system was upheld by the Court, a private individual whose road was most damaged by the event is protected, the defendants agreed that an event such as the 1978 Barstow to Las Vegas Trail Ride should not take place without a BLM permit, and that illegal events should be actively discouraged."

He did not mention point five, public demand for a Thanksgiving weekend off-road motorcycle event, as a "highlight." ●

Sagebrush Rebellion on the rise

Assembly Bill 1407, the "Sagebrush Rebellion" bill that could result in the Bureau of Land Management being kicked out of California, was passed unanimously by the State Senate Finance Committee and goes to the full Senate next week. Assemblyman J. Robert Hayes, calling from Sacramento, said the bill has been placed on the "consent calendar, which virtually assures unanimous passage by the full senate," and then back to the Assembly for concurrence with Senate amendments, then on to the Governor. ●

King Kenny Roberts put the wraps on his second 500cc World Championship Road Race Series title at the Sept. 2 French GP on the Paul Ricard circuit. From the pole, Roberts got started in fourth behind Virginio Ferrari, Barry Sheene and Randy Mamola. The four took off, leaving the pack behind, and maintained their places until near the halfway point when Ferrari suddenly dropped back to seventh place. Trying to recover his lost positions, Ferrari then crashed while attempting to overtake Johnny Cecotto and was hit by the motorcycle. Ferrari suffered a collapsed lung and a severed artery in is arm, but he was reported to be recovering well in the hospital on Sunday night. Roberts then passed both Mamola and Sheene for the lead, and appeared to be headed for victory. On the last lap, two backmarkers crashed in front of Roberts; he ran off the course and stalled the motor while avoiding them. Sheene went on to win with Mamola second. Roberts, testing a wider version of a new Goodyear introduced at the British GP, restarted to finish third. "I'm going back to my home in Modesto, and I'm going to take the phone off the hook. It's been a hard season, all things considered, and I feel I've earned a rest," Roberts said. He left the Sunday night victory banquet early to visit Ferrari in the hospital.

The Aug. 29-Sept. 3 Silver Anniversary National Hot Rod Association U.S. Nationals drag race at Indianapolis Raceway Park was marred by two deaths, one of a television cameraman, the other of motorcycle racer Ernie Rife, 25, of Cerritos, CA. Rife was running his Top Fuel bike through a qualifying pass when he lost control near 180 mph, the cameraman died when hit by a car's supercharger thrown from the exploded motor. The incidents threw a shadow over what otherwise was a red letter day for Suzuki-mounted Terry Vance, winner in the Pro Stock division. Vance edged Kawasaki pilot Bob Carpenter in the final run-off with a 9:19/144.69 run over Carpenter's 9:16/143.08 attempt. In the Top Fuel division, Kawasaki-mounted Roy "Frog" Thacker topped Jim Bernard's Yamaha in the final shootout with a 7.84/175.43 over Bernard's 7.75/181.81 run. In the Pro Stock segment, Bob Carpenter turned in low e.t. with a 9.08 second blast while Jim Bernard set a new National record in setting his low e.t. in the Top Fuel ranks at 7.57 seconds. Top speed laurels went to Sid Pogue's Kawasaki with a fast Pro Stock speed of 146.57 and to Ken Blackburn, also Kawasaki-mounted, with a 184.41 in the Top Fuel class.

Ivan Mauger became the only six-time World Speedway Champion in Poland at the Sept. 2 World Speedway Finals, and Kelly Moran, the only American who qualified for the field, finished fourth. Second place went to Poland's Zenon Plech. Eventual third placer Michael Lee, Kelly Moran and Billy Sanders tied for third place, and in the run-off Britain's Lee came out on top. Moran held off Sanders for fourth.

Husqvarna will be putting up some bucks for the troops in this year's Trans-USA (formerly Trans-AMA, before the identity crisis) in both classes, International and Support. Husky riders will pick up $150 for each moto win and $200 for an overall victory, a possible total of $500. They also pay to placings anywhere in the top 10. Interested? Contact Husqvarna, 4925 Mercury St., San Diego, CA 92111.

Mash from the rumor mill has both Jon Rosenstiel and Marty Tripes leaving Team Honda. Apparently, Jon R will make his move first, going to Team Yamaha to tune Donnie Cantaloupi's motocross machines. Then, after Tripes' contract with Honda expires on Sept. 30, he'll join the yellow team, and Jon R will go back to tuning "Typhoon" Tripes' machinery. Will 1980 be the year when Marty Tripes gets it all together for an entire season and gets a National Championship MX title? We'll be watching . . . stick around.

California Assembly Ways and Means Committee has approved a bill providing $6.8 million to expand the riding area at DeAnza Cycle Park in Sunnymead, CA. The money will add 3,000 acres to the 640-acre park. The funds come from the fees paid by off-highway vehicle owners, an account that reportedly has a balance of $20 million.

Peter Starr reports that his film *Take It To The Limit* has been edited slightly — about 10 minutes of less-than-spellbinding scenes — and that he is "well into negotiating a distribution deal." Starr's next venture may be a film on the Cannonball Baker race.

Assemblyman Bob Hayes' AB 101, which would allow purchasers of customized license plates to earmark the money for the state off-road vehicle fund, passed the Senate Finance Committee and goes on for a vote in the full Senate. If passed, and that looks likely, it goes back to the Assembly. Hayes expects environmentalists to center their fight in the Assembly and also to pressure Governor Brown to veto the bill if it passes. Cards and letters to appropriate legislators, folks, cards and letters . . .

San Jose. *The* Mile. Tickets for the Sept. 23 AMA Grand National Championship/Winston Pro Series event on the Santa Clara County Fairgrounds oval are now available at Bob Barkheimer Associates, 14 Camp Evers Lane, Scotts Valley, CA 95066, through BASS ticket outlets and at selected NorCal motorcycle dealers.

A Bad Eight Hours. If that title sounds like a desert race you could really get into, you're either (1) nuts, or (2) ready for the Desert Scramblers M.C. 13th Annual 8-hour Desert Race. The place? Grand Junction, CO. When? October 7. Purse? $6,000. Entries? $75 before Oct. 1, $100 after Oct. 1. On weekends or evenings, phone 303/434-6136 for info, or send your mail entries and info requests to Bear Hensley — Desert Scramblers, P.O. Box 411, Grand Junction, CO 81501.

Another last-race-at-Racing-World will take place on Sept. 30, a California Racing Club motocross event.

CRC will present the President's Cup Grand Prix at Indian Dunes on Oct. 21, a $3,000 purse-carrying event for Pros and a $1,200 gift certificate deal for Sportsman riders. It's sponsored by ITT Diversified Credit Corporation. Hmmm . . . that's one of Papa's sponsors, too . . . sort of. Entries open Sept. 15.

Tickets for the Sept. 29 AMA Grand National Championship/

Winston Pro Series finale at Ascot Park are available now at Ticketron or through Agajanian Enterprises, P.O. Box 98, Gardena, CA 90247. Adult reserved tickets go for $12; adult general admission is $10. Kids prices are $6 or $5, reserved or general admission.

Starting September 9, Elsinore Raceway will feature CMC motocross races every second and fourth Sunday of each month. They'll also open their gates for CMC nite owl motocrossers every Thursday night starting September 13. All classes, Minis through Open are welcome. It'll be a post entry only sign up at all times. Although Calendar info hasn't reached Papa yet, for all the details you can call CMC at 714/557-3323 or Elsinore Raceway 714/676-4718. All events will offer CMC points.

Carl Wicks of the Harley-Davidson Owners Association called last week to inform us of a new world record. Two weeks ago the HDOA put 19 men on one Harley just to see if they could. This mind-boggling event is scheduled to be aired on NBC's Guiness Games Show, September 26, (that's Channel 4 for SoCal) at 7:30 p.m. Check your local TV guide for the Guiness Games Show listing on that date.

Would you let somebody print five photos of you in a magazine if they paid you $5,000-$10,000? Carter Alsop phoned Papa the other day, and it came up in conversation that the lady road racer had been invited to pose for the pages of Playboy. She said no. "I told them that if they wanted to do a straight interview about racing, OK," Alsop reported, "but I wouldn't allow pictures of me like that to be printed in a magazine."

Word from Europe has BMW developing in-line three and four-cylinder watercooled bikes for the 1980s. The new bikes, known only as "K3" and "K4" development projects at the moment, are designed to replace BMW's ageing flat-twins in the mid-1980s. BMW is believed to already have the K3 in-line three-cylinder motor running while the K4 is in an earlier stage of development. Both models will retain shaft-drive, the system pioneered by BMW and in use on all their models. Both will feature futuristic monocoque styling. Earliest launch date for the new machine(s) is 1983.

South African Kork Ballington clinched his fourth World Championship title when he rode his Kawasaki to victory in the 350cc GP in Czechoslovaka on August 18. For the second successive year British based Ballington has clinched the 250 and 350cc titles for Kawasaki. Behind Ballington in the 350cc GP came three more Kawasaki riders - Anton Mang, Patrick Fernandez and Gregg Hansford.

Road racers interested in the five-race Swann International Series in Australia, which will take place from November 11 to December 9, should contact Ian McKnight, 46 Queens Road, Melbourne, Vic. 3004 Australia. The five rounds will take place in the following Australian states: New South Wales, South Australia, Queensland, Tasmania, and Victoria. The "Down Under" series offers a total purse of 17,850 Australian dollars.●

HI-POINT RACING PRODUCTS

54th ISDT

WEST GERMANY

T. LEIMBACH
PEARCE
G. DAVIS
D. LEIMBACH
ROSSO
RIBOLZI
LaMASTUS
BERROTH
RUDDER
KUENZER
HULSE
T. DAVIS
PENTON
SMITH
K. DAVIS
LOJAK
FREDETTE
MELTON

Drew Smith, U.S. Vase Team Member, Team Suzuki

POPIEL
CUNNINGHAM
HOPEY
COSGROVE
RAIDEL
VANDECAR
PIASECKI
GALLO
MARTIN
BURLESON
LaVOIE
DILLON
HILL
CRANKE
REESE
MARKOWITZ
EDMOND
VAN WATERMEULEN

The big names in off-road racing choose many Hi-Point Products for the grueling 6-Days Trial.

Hi-Point has been supplying quality racing products to U.S. 6-Day competitors for over 10 years. The champions have come to rely on many of our products to help them through the tough six days of competition. Many of our products have been developed over the years by these champions to meet their demanding requirements in cross-country competition.

Hi-Point Racing Products are all rider tested and developed to give you the very finest in racing accessories. See your Hi-Point Racing Products dealer for the finest in racing accessories and lubricants. See why the champions choose Hi-Point.

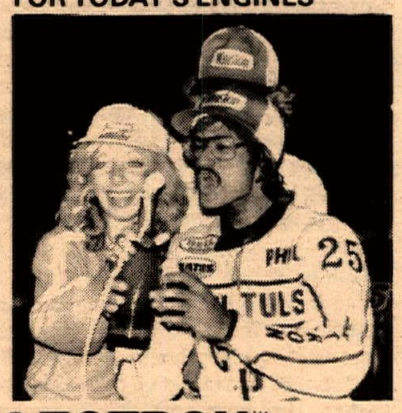
HI-POINT RACING PRODUCTS
3709 W. Erie Ave., Lorain, OH 44053
P.O. Box 2327, Amarillo, TX 79105
9604 Oates Dr., Sacramento, CA 95827

SOME OF THE HI-POINT RACING PRODUCTS BEING USED AT THE 54th ISDT IN WEST GERMANY

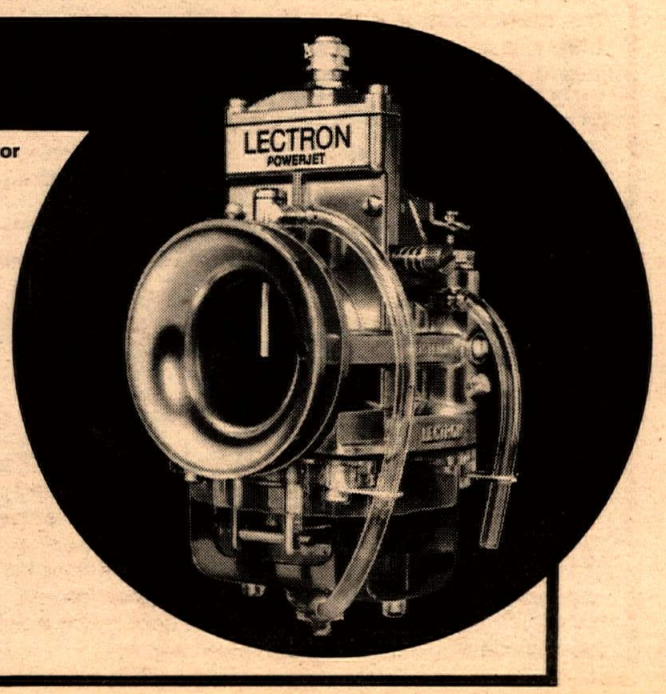
LECTRON™

TOMORROW'S CARBURETOR FOR TODAY'S ENGINES

Contact your dealer or distributor for Lectron Carburetors



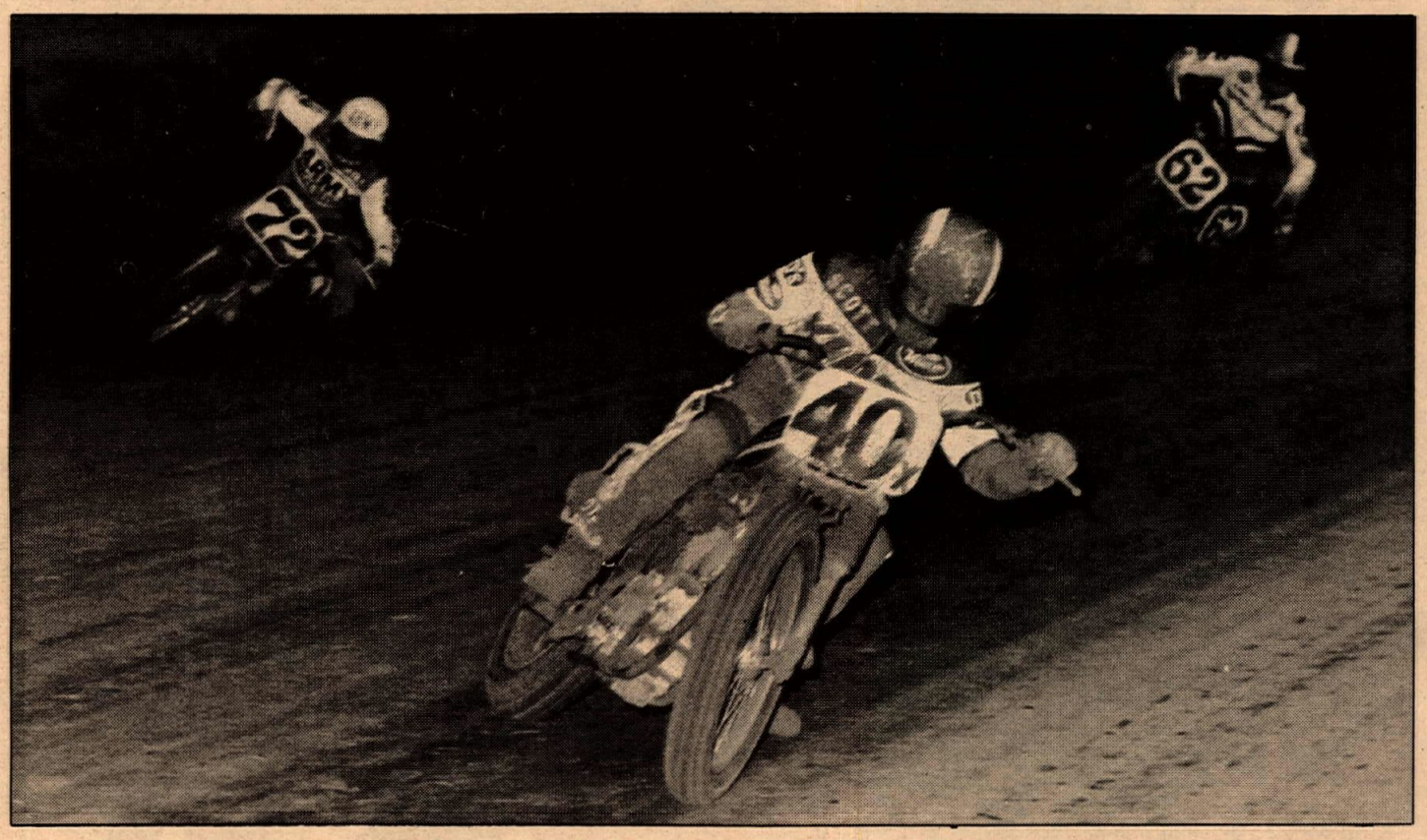
Phil McDonald
+
***Lectron* Power**
=
Trophy Race Win
Winston Pro Series
Topeka, Kansas
August 17, 1979



LECTRON™ FUEL SYSTEMS, INC.
1800 Stephenson Highway, Troy, Michigan 48084

Free application charts and brochures available on request, or call our California Carburetor Service Center: Phone: (805) 255-6474.

(Above) Indy Mile winner Mike Kidd takes a drink the hard way with a little help from third placer Steve Morehead. (Below) Seventeen-year-old sensation Scott Parker (40) leads Kidd (72) and Corky Keener (62) early in the main.



AMA Grand National Championship/Winston Pro Series — Round 22

Kidd wins Indy Mile thriller; Eklund stretches points lead

By Jack Mangus
Photos by Bert Shepard/Silver Shutter

INDIANAPOLIS, IN, SEPT. 1

U.S. Army-sponsored Mike Kidd scored the second Indy Mile win of his career as he nipped Scott Parker and Steve Morehead at the line in yet another Indy thriller.

Rescheduled for Saturday night after a rainout the previous Sunday, the event offered competitors perhaps the best Indy oval surface ever. Seventeen-year-old Scott Parker established a new track record in qualifying, and multi-rider battles were the order of the night in almost every race.

For Steve Eklund, a fifth place finish behind Kidd, Parker, Morehead and Randy Goss moved him to a position 44 points ahead of defending National Champion Jay Springsteen and Goss. Springsteen could manage only a 10th place finish. He and Goss now have 195 points while Eklund has 239 with only four Winston Pro Series rounds remaining on the schedule.

Qualifying

Hank Scott's track record of 36.645 seconds (98.227 mph), set last year, was broken by high school student Scott Parker. Parker, the first rider to take a qualifying lap, stopped the clocks at 36.620 seconds and was the only rider of the 53 who attempted to qualify for the 48-rider field to break into the 36-second bracket.

Garth Brow, Steve Eklund, Jay Springsteen and Hank Scott were the next fastest qualifiers, all in the low 37's.

Dave Bradley was the final qualifier, timing in 48th fastest with a 39.203 lap.

Heats

The slim crowd on hand began to buzz as the first heat rolled to the line. Skip Aksland's Mert Lawwill XR750 failed to fire but finally did just at the end of Aksland's two-minute grace period after Aksland ripped the kill button off.

Starter Phil Dyson clicked the green light on and — as expected — it was Scott Parker leading the pack around the Indy oval. Parker established a comfortable lead after only two circuits of the mile track, and Hank Scott settled into what appeared to be a comfortable runner-up spot.

Behind the front running pair, the first of many side-by-side battles shaped up between Arai Helmets-sponsored Ted Boody and Ricky Graham. That dice came to an end when the Bart Markel prepared XR of Graham's rolled to a stop on the back straight on the fourth lap. Markel, when asked if the fire had gone out, said, "I don't know. I haven't checked it yet. But I'd like to *set* it on fire."

The field stretched out in the latter laps, and the only excitement was provided unintentionally by Hank Scott. His Carl Patrick-prepared XR began to sputter on the white flag lap, and he was lucky to hold on to second place behind Parker. Boody took the third and final transfer to the National, while behind him came Aksland, Gene Romero and Terry Poovey.

Heat number two was red-flagged at the end of the ninth lap and called a completed race. Klotz/Wiseco-sponsored Garth Brow led every lap while behind him rookie Expert Tommy Duma and Indiana's Jackie Mitchell fought over second. When the red flag was displayed it was Mitchell edging Duma.

Marty Bushman caused the stopping of the event. The Michigan rider had jumped off, hurtling over the concrete retaining wall in turn one. He was reported up and walking and feeling, "OK."

The third 10-lap heat had the crowd screaming as a battle royale developed among early leader Steve Morehead, Corky "Mr. Dirt" Keener and eventual winner Steve Eklund.

Morehead led the first three laps, with the third one seeing a three-way near-dead heat at the start/finish line among him, Keener and Eklund.

Eklund broke away from Morehead and Keener with a charge through turns 3-4 on the next lap. But Keener moved back up on the present points leader on the eighth lap, and the two crossed the finish line with Eklund just a precious few inches ahead. Morehead hung on to take third, while behind him came Lance Jones, Bubba Rush, Brad Hurst and Steve Freeman.

The fourth and final heat required three starts before it could be called a race. Des Moines National winner Randy Goss led every lap of the three-start affair which was first stopped after Dave Bradley unloaded hard in turn three on the third lap.

The single-file restart had Goss, Kidd, Springsteen and Rickey

Campbell lined up ahead of the field and the flash of the green saw Goss hold the point position although he was pressured by first Springsteen and then Kidd.

Red flag number two came out when Dave Parker became the second rider to jump off in turn three on the seventh lap.

Goss held his lead again when yet another single-file start was flashed off, again pressured by Kidd, Springsteen and Campbell.

On the final lap Goss and Kidd broke away from Springsteen and Campbell and the latter two had the crowd screaming as they exited turn four side-by-side. At the line it was KK Motorcycle Supply/Smitty's H-D/Fergy-sponsored Campbell edging out Springer for the third and final transfer spot. Springsteen, fighting for National points, was semi-final bound as was fourth place finisher Ricky Hocking and trailing riders.

Semis

As usual, the semis were real fireworks shows. Providing the sparks in the first semi were Skip Aksland, Terry Poovey, Scott Pearson, Billy Labrie, Gene Romero and Gary Scott.

Aksland and Poovey finished one-two after a race long battle that saw them side-by-side on every lap. Behind them a four-man fight between Busch-sponsored Romero, Mother Fletcher's H-D of Largo, Florida-sponsored Labrie, KK Motorcycle Supply/Jack Sisemore Traveland-sponsored Gary Scott and H-D-sponsored Pearson was conducted in a similar side-by-side manner, and they finished in that order.

Semi number two was Jay Springsteen's last chance to get into the National and he rode a furious race, dicing with Lance Jones and Bubba Rush in the early laps and then pulling off a do-or-die move through turns 3-4 on the last lap to nip Rick Hocking for second and a ticket to the National.

While Springer was hustling to make the National, 1977 *Cycle News/East* Rider of the Year Lance Jones ignored the points-minded National Champ and pulled off the win.

Trophy Race

If the semi events were fireworks shows, the 12-lap consolation race was a world war. Rick Hocking, Scott Pearson, Gene Romero and Billy Labrie finished in that order, but any one of the quartet could have been the winner.

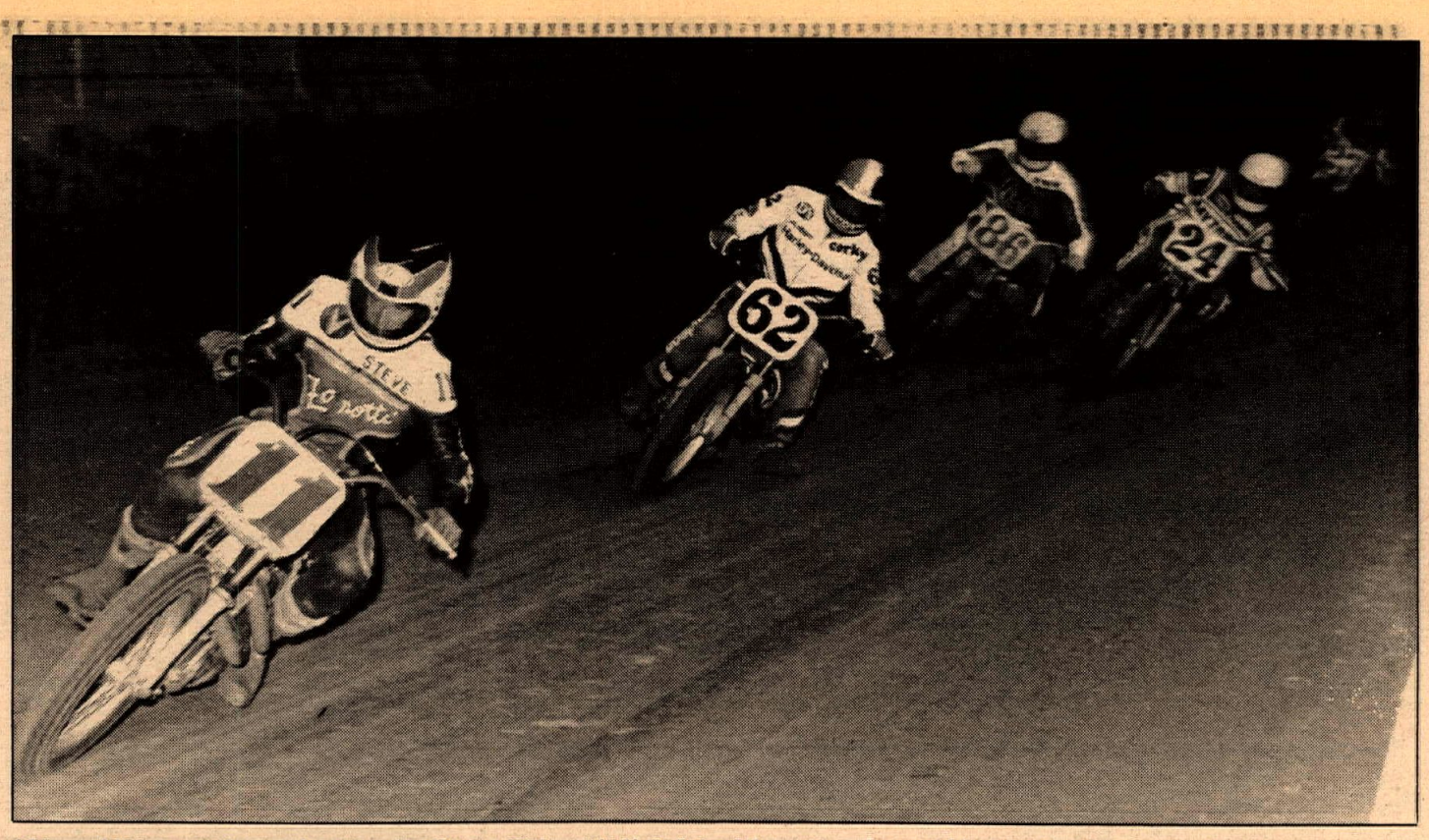
The closeness of their racing had veteran race watchers shaking their heads in wonderment. Reflecting the intensity of the race was the "expletive deleted" remark from Gene Romero when he pulled his helmet off — only to follow that with an ear-to-ear grin. He knew he had been in one helluva race.

National

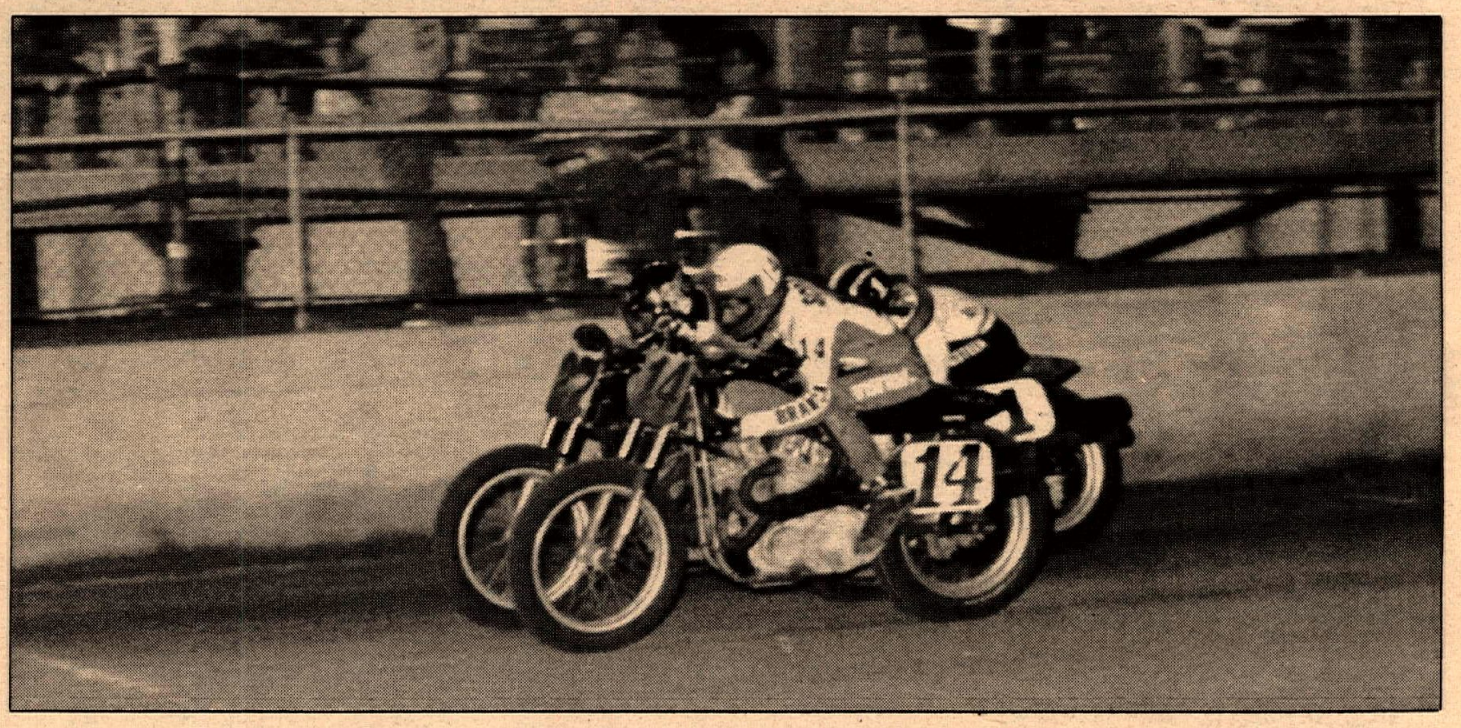
Scott Parker took his pole position next to the grandstand wall and was joined on the front row by Eklund, Goss, Brow, Hank Scott and Keener. Second row occupants were Kidd, Mitchell, Boody, Morehead, Campbell and Duma, with Aksland, Jones, Poovey and Springsteen making up the third row of the 16-rider grid.

Randy Goss and his Larry Johnson-prepared XR led the field around on the first through eighth laps with Parker, Kidd and Keener breathing down his back every inch of the way.

Goss slipped off his line in turn one, and Parker took over the point position. The track was developing a narrow groove in turns 1-2 and an even narrower one in turns 3-4. Riders were changing their lines on every lap, alternating between a low "hang the bars over the guardrail" line to a "run up against the haybales" line.



(Above) Winston Pro points leader Steve Eklund (11) finished fourth, enjoys a 44-point lead over Springsteen and Goss. (Below) Skip Askland (27), Hank Scott (14) and Jay Springsteen (1) finished eighth through tenth.



While Parker, Goss, Keener and Kidd were battling as a group, so were Morehead, Brow and Eklund. Positions shuffled at every point on the track for the first 20 laps at which point the order read Parker, Kidd (in a near dead heat at the line), Morehead, Goss, Eklund, Brow and Keener.

The final five laps saw the trio of Kidd, Parker and Morehead riding as one while behind them the battle for fourth shaped up between Goss and Eklund.

The run for the money down the front straight on the final lap saw the edge going to Texan Mike Kidd. He thrust his left fist into the air as he crossed the line with Parker's front wheel even with Kidd's rear wheel, and Morehead right behind.

Missed by many in the excitement of the finish was Goss' nipping of Eklund at the line for fourth.

A jubilant Kidd endured a champagne soaking by Parker and exclaimed, "This is the big one. The Indy Mile. When Storme Winters (Kidd's tuner) and I got together last year, we talked about winning an Indy Mile. We've had our problems this year, but we pulled off a win we wanted. The track was great. I rode mainly down low by the guardrail and I remember at one point looking up and seeing Corky (Keener) running up by the haybales. He and the others eventually came down, but we could ride anywhere. A great track and a great race — wow! Let me thank the Army, Harley-Davidson, Jardine, Fury, MXL and a new sponsor — TC Fast Gas."

Runner-up Scott Parker, who returns to high school this Wednesday, said, "I like being in the winner's circle. It was a great race. It doesn't matter how old you are, those guys don't give you a break."

"I thought I was in a good seat coming down to the end of the race," said third place finisher Steve Morehead. "I ran a high line to get it working early in the race. I'm glad to be up here and I want to thank my tuner Steve Storz. We've had some problems this year, but I think we have it all hooked up now."

The track that all competitors praised, allowed for a new Indy Mile National record for the main event, which was run just under a 98 mph average. An even better indication of the quality of the surface was provided by a glance at the first three finishers' tires. They appeared to have enough tread left to go through another 25-lap race.

While Steve Eklund picked up another five points on Springsteen and Goss, Springer didn't appeared bothered by the situation. He appeared in the Aksland/Lawwill pit area to shake Skip Aksland's hand in an indication of the super race those two and Hank Scott had conducted in the latter stages of the main event. Former Grand National Champion Lawwill looked at Springer and Aksland, shook his head and said, "You guys are nuts!"

Cool — for this time of the year — temperatures had provided a virtually attrition-free meet with the only retiree int he National being rookie Expert Tommy Duma. "I was way over-geared, and I pulled out rather than blow it up. See you in Syracuse," said Duma.

And the Syracuse Mile is the next stop on the Winston Pro Series rolling thunder show — a do-or-die race for Springsteen if he hopes to retain his crown. "There's 80 points to be won over the last four races," said Springsteen. "Don't count me out yet." ●

Results

NATIONAL: 1. Mike Kidd (H-D); 2. Scott Parker (H-D); 3. Steve Morehead (H-D); 4. Randy Goss (H-D); 5. Steve Eklund (H-D); 6. Garth Brow (H-D); 7. Corky Keener (H-D); 8. Skip Aksland (H-D); 9. Hank Scott (H-D); 10. Jay Springsteen (H-D); 11. Ted Boody (H-D); 12. Terry Poovey (H-D); 13. Rickey Campbell (H-D); 14. Jackie Mitchell (H-S); 15. Lance Jones (H-D); 16. Tommy Duma (H-D).
TIME: 15 min., 52 sec.

TROPHY RACE: 1. Rick Hocking (H-D); 2. Scott Pearson (H-D); 3. Gene Romero (H-D); 4. Billy Labrie (H-D); 5. Billy Schaeffer (H-D); 6. Gary Scott (H-D); 7. Steve Powell (H-D); 8. Steve Freeman (H-D); 9. Brad Hurst (H-D); 10. Ken McDonald (H-D).
TIME: 7 min., 43.84 sec.

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Steve Eklund (239); 2. (TIE) Jay Springsteen/Randy Goss (195); 4. Gary Scott (130); 5. Mike Kidd (121); 6. Rick Hocking (118); 7. Hank Scott (116); 8. Steve Morehead (99); 9. Scott Parker (96); 10. Garth Brow (90); 11. Corky Keener (82); 12. Skip Aksland (79); 13. Scott Pearson (77); 14. Ricky Graham (64); 15. Ted Boody (60); 16. Mickey Fay (56); 17. Terry Poovey (47); 18. Billy Labrie (41); 19. Brad Hurst (35); 20. Gene Romero (32)

54. Int. Sechstagefahrt

10. - 15. September 1979 Neunkirchen/Siegerland

Weltmeisterschaft im Motorrad-Geländesport

ISDT PREVIEW

By Dale Brown
Photo by Gary Van Voorhis

Daaden. Stegskopf. Freudenberg. Siegen. By the time the 54th International Six Days Trial is over, the 41 American riders and their support crews will have some of these names etched forever in their memories. They are some of the cities and areas in West Germany where the ISDT will take place Sept. 10-15.

To get to know the riders a little better, we mailed them a questionnaire with a few basic questions, asking them for a little personal background and their answer to why they devote so much time and money to riding Six Days.

And it worked. Most all the riders responded and we discovered that our representatives in the "Olympics of Motorcycling" like the challenge, have a strong sense of self-worth, a burning desire to live life to its fullest, and regard representing their country in world-class competition as a privilege.

We also discovered a few other things. Like Terry Davis' chance meeting with his wife in the Washington woods. And Ray Cosgrove's Alabama version of Saturday Night Live.

These 41 riders will be representing you in West Germany. Come along now, and we'll introduce you...

Frank Gallo, top American in last year's ISDT, leads this year's squad.

Trophy

Dick Burleson

Husqvarna
Blacklick, OH

When the AMA sent out the list of the top scorers in this year's Two-Day Qualifying Series, there was a category for "previous ISDT experience." It ranged "none" for some competitors to "5G, S, DNF" for others to "forever" for Dick Burleson.

Burleson, Husqvarna's Cross Country Racing Coordinator, thanked wife Jill, Jon Stillman and Sandy Bakken and family for their support, along with sponsors Husqvarna, Electro Helmets, Dunlop Tires and Hi-Point Accessories.

The five-time National Enduro Champion and father of two enjoys racquetball and four-wheel driving in his spare time.

"Personal challenge" is what motivates "King Richard" to compete in the Six Days.

Jack Penton

Husqvarna
Amherst, OH

For someone who's only been around for about a quarter of a century, nine medals from ISDT competition — five of them gold — is an awful lot. But Jack Penton, riding this year for Husqvarna instead of on the familiar Penton/KTM bikes, is certainly ready to go to West Germany and bring back medal number 10, most likely gold.

Though Jack didn't win the 250cc class at any of the Two-Day Qualifiers this year, his three second place finishes put him to the head of the class in total points.

Frank Gallo

KTM
Lisbon, OH

"More than anything, it is the people I meet along the way that makes it all worth it," says 22-year-old Frank Gallo, who topped the American scores in the 1978 ISDT, of his motorcycling endeavors.

Frank, who works in his father's lawnmower shop and enjoys hiking, water skiing and "anything that's different, or a challenge," will be making his third ISDT start in West Germany.

Don Rosene and Jack Lehto at KTM America and John Penton and Larry Meiers at Hi-Point helped Frank in this year's Two-Day series, and he'd also like to thank Doc Hill from Macon, GA, Ab Cora from Parkersburg, WV and the Davis family of Tacoma, WA. "There are many more," he says, "I just want to say thank you for all the help."

Larry Roeseler

Husqvarna
Fontana, CA

Larry Roeseler's name is synonymous with the deserts of Southwest America. He took number one plates in southern California's D-37 desert racing in three different classifications, and he's won just about every major off-road event at least once. Last year, Larry enlarged his scope to include the Six Days, and bagged a gold medal.

When he's not blasting the competition in the desert, or in Two-Day Qualifiers, Larry enjoys being with girlfriend Sharon, buying things ("anything"), jet skiing, snow skiing, bicycling, and sports such as racquetball.

On his thank-you list is of course, Husqvarna, and sponsors like Torco, Scott Goggles, Malcolm Smith and Husky Products. But Larry also tips his duckbill to fellow Husky riders Dick Burleson, Bob Popiel and Greg Davis for helping him in the eastern qualifiers.

Larry has had problems with his knee since the middle of last year, but things are looking up. A doctor put him on a therapy program this summer and since then he's competed in two 24-hour off-road races in France, and won both.

Why does he ride the ISDT? "A feeling of self-satisfaction. 'Yes I can do it' — 'Yes I did it.'"

Kevin Lavoie

KTM
Chepachet, RI

"A gold medal was a goal I set for myself back in high school. You couldn't put a dollar value on a gold medal. But I wouldn't trade it for anything," says 22-year-old Kevin Lavoie, adding "the reward is doing *it itself.*"

Kevin, who tends bar and does maintenance work at his parents' restaurant, would like to thank KTM America and Hi-Point Racing, along with a special thanks to Doc Hill, and to Larry and Edna Davis, "who put up with us and took great care of us during the Washington and Oregon Two-Days."

A bachelor, Kevin enjoys skiing and car racing, and also likes to spend time with friends outside of the motorcycle environment. "Ask Frank Gallo about Chepachet on the Fourth of July and you'll know what I mean," he said.

The Two-Day Qualifier Series was "uneventful" according to Kevin when asked about any outrageous or humorous incidents happening during the Series. But he added, "But if you want to go back over the last few years, I've got some good ones for ya."

Ted Leimbach

KTM
Vermillion, OH

One of the reasons Ted Leimbach rides the Six Days is because "I, Paul Theodore Leimbach, agricultural economics student at Ohio State University, can go to Europe with 40 other Americans and represent a country of 220 million people. OK, they don't all ride motorcycles, but that "USA" on the side of the helmet stands for 220 million. With an honor like that, who needs tangible rewards?"

"Outrageous describes my season perfectly," says Ted, who won overall in the Tennessee Two-Day. But then little things, ranging from fouled spark plugs to brakes undoing themselves to getting lost to flat tires struck, often when he was leading his class, or overall.

"Special thanks goes to my main sponsors, KTM, Hi-Point, Mom and Dad, and to Bob Hill, who pours the best gas in the world," Ted wrote.

Ted enjoys swimming and skiing and, outside of riding, he "doesn't have enough time to like or dislike things." This September is a good example, we'd say. The Six Days ends on the 15th of the month. Classes at OSU start on the 19th.

Silver Vase

Mike Rosso

Suzuki
McKeesport, PA

Twenty-nine-year-old Mike Rosso topped the list of 175cc Qualifiers for the '79 ISDT. Mike, who works full-time for U.S. Suzuki is an R&D test rider and a rider/mechanic on the Suzuki enduro team.

Mike, a bachelor, enjoys snow skiing, driving his car (a restored and performance-oriented '72 BMW 2002) and listening to his stereo. Steak is his favorite food.

Like all the Team Suzuki riders, Mike sent a long list of people he wanted to thank. In the interest of space, we refer you to the Don Cichocki piece elsewhere in this issue. They're all fine folks and fine companies, and we know Mike appreciates their support as much as Don, Drew Smith, etc.

Rosso's reason for competing? "I enjoy traveling, especially abroad, and I enjoy the sport. The achievements I have earned in enduro riding have given me a lot of personal satisfaction."

Dave Hulse

Suzuki
Fort Edward, NY

Affectionately referred to as "the old man" of Suzuki's Silver Vase squad, 34-year-old Dave Hulse will be making his sixth ISDT start.

Suzuki Team Manager John Morgan recalled a moment during last year's Six Days: "The course was so muddy in one section that all you could see were Dave's eyes and a broad grin." Morgan added, "not only is Dave a skilled rider, but he helps build team morale as well — which is nearly as important."

Dave enjoys camping with his wife Gail and son Todd, 8.

Jeff Fredette

Suzuki
Tinley Park, IL

"Doing whatever I feel like doing and not being bugged while I'm doing what I'm doing," was Jeff Fredette's explanation of his outside interests. Jeff, 21, hangs aluminum siding for a living, but he'll be "doing it" for Suzuki and the U.S. come September in West Germany.

Asked if there were any crashes or close calls in the Two-Day Qualifiers, Jeff said, "I did endo out in Oregon and I thought it was all over because the dust was so thick I could hardly find the bike."

"I would like to thank all the support personnel, especially John Morgan, for doing such a great job because it wouldn't be possible without them. Also my boss, Bob Wilson, for the time off of work," said Jeff on the subject of who he'd like to thank.

"I've wanted to go to the Six Days ever since I was a little kid. Now that I'm going for the second year, I'm very glad that that's what I wanted when I was little."

Drew Smith

Suzuki
Collingswood, NJ

"I'm going to the Six Days to test my abilities against the rest of the best cross country riders in the world. The medal represents to me what I've worked all year for in the qualifiers, and another part of what I've worked all my life for," said Team Suzuki's Andrew Francis Smith, 22, when we asked why he rides the Six Days.

Smith, also currently in the midst of challenging Dick Burleson for the National Enduro Championship, has been around motorcycles for much of his life. The most important of the people that have helped him, Drew feels, are his parents (his father was an enduro rider), and he would also like to recognize "all those people who are out there every weekend in all sorts of races" for supporting the sport. Also, Drew sent in a lengthy list of supporters, which is listed in its entirety in the Don Cichocki interview.

Bicycling, playing around with frisbees, skiing, fishing and "all sorts of outdoor activities" are some of Drew's interests outside of motorcyling.

Manufacturers

Suzuki

Gary Edmond

Suzuki
Centerbury, CT

Gary Edmond will be riding on the Suzuki Manufacturers team in place of Randy Martin, who broke a collarbone shortly before the start of the Six Days.

Edmond, like Martin, rode the Two-Day qualifiers on prototype PE400s that were literally uncrated at the site of the first Two-Day they competed in, at California City. In previous ISDTs, he has nabbed two gold medals and one bronze.

Gary, a 29-year-old native of Connecticut, has been riding motorcycles since he was 16.

Randy Martin

Suzuki
Keene, NH

Fate dealt Randy Martin a cruel blow just three weeks before the start of the ISDT. After qualifying a prototype Suzuki PE400 that was put together just minutes before the first qualifier at California City, Randy broke his collarbone while trail riding near Gorman, CA. Fellow Suzuki 400 rider Gary Edmond will take his place on the Suzuki Manufacturers squad.

Martin, who worked as shop foreman at Rokon before they folded and now works in his father's shop, was 1978 New England Enduro Champion and signed with Suzuki to ride Two-Day Qualifiers, his first attempt at ISDT-type competition.

His Two-Day debut in April was hectic to say the least. "We got the bikes two hours before scheduled impound time. We put them together, impounded them and then broke them in on the trail in the morning."

Randy's thanks went to the same kind folks that Suzuki teammate Don Cichocki expressed his appreciation to as well as to Burt's Cycle, U.S. Suzuki and the AMA.

Hunting, running, hiking and fishing are the 23-year-old bachelor's hobbies.

We are sorry that Randy won't be able to ride in this year's ISDT and wish him all the best of luck for 1980.

Don Cichocki

Suzuki
E. Northport, NY

Don Cichocki, a welder who's lived on Long Island for all of his 29 years, will be riding his fourth ISDT. Outside of work and competition, he enjoys sailing, trail riding, cross-country skiing and occasional bicycle riding. Like many of us, he dislikes politics.

"You guys asked for it!" he said when we asked if there was anybody he'd like to thank for helping him in the Two-Day Qualifiers. Don enclosed a list and we're sure all Team Suzuki riders join him in thanking Team Suzuki Manager John Morgan ("Number one on the list," according to Don), Bill Oury (Oury Grips), Connie Anderson (Sun Metal Products), Ed Fisher (Gatorade Products), Hi-Point, Magura USA, Trans-World India Rubber Enterprises, DG Racing Products, Buzz Hoge (Sunshine Suzuki, Chariot Trailers), Terry Davis (Terrycable), Stoughton Sneed (Moto Race), Metzler, Bill Hoss (Hoss Industries), Works Performance Products, Jon Stillman (Husky Products), Scott USA, Bill Kniegge (Bell Helmets), Bruce Challinor (Volvo Jofa), ADI, J.J. Hanfield (Bel-Ray), Malcolm Smith Racing Products, Mr. and Mrs. Ren King, Mr. and Mrs. Richard Claypool, Mr. and Mrs. Richard France and Kelly, Mrs. Richard Lenover, Jim Smith, George Herstek, Marlin Chronister, George Burns, Art Solomon, Mr. and Mrs. Wayne Fredette and Cindy, Sue Morgan, Maria Rosso, Debbie Rudder, Shelly Shoup, Mr. and Mrs. Fred Brown, and last but not least, Rocky Cycle Company.

Don concluded his questionnaire by saying, "If you've ever ridden the ISDT and have done well, it's *very satisfying*."

Mike Rosso

SWM

Dane Leimbach

SWM
Vermilion, OH

"I suppose the best way to put it is to say that reliability trials are a giant head trip or mind game. Being able to keep going in the right direction for a whole week gives me a feeling that I've really done something that only a relatively small number of motorcyclists get to as could do." That is part of the view or riding ISDT, as expressed by ISDT veteran Dane Leimbach, who says that his age, as of this writing (Aug. 28) is 27 years, 345 days.

Dane got his start in motorcycling in 1966 and worked on his dad's farm until he had enough money to buy his first bike, a 100cc Penton Berkshire. Now he works at Hi-Point as a Motoplat ignition technician, machinist, welder and mechanic for Hi-Point Racing-sponsored MXer Frank Stacy. The job of being an XM mechanic is something Dane enjoys like a hobby — in line with things like working on or making things for his van, and woodworking.

After the upcoming Trans-USA Series, Dane plans to change his single lifestyle to a trio by marrying girlfriend Karen and becoming stepfather to her daughter Kelly.

The folks Dane would like to thank include some very familiar names for reliability trials/enduro riders: First he would like to thank his parents "for the set of values I have today," his uncle, John Penton "for his set of values," cousins Tom, Jeff and Jack Penton "for being fast practice companions," Yankee Motor Corp. for his SWM machine, and Hi-Point Racing Products "for their products and their understanding in letting me go to the events. Without them, I couldn't afford to do all my riding."

Ron LaMastus

SWM
Greenwood, IN

"John Penton once told me that when you die, the only thing you take with you is your thoughts. What better ones than gold medals at the ISDT?" said Ron LaMastus when we asked why he competes in the ISDT.

LaMastus, owner of Greenwood Cycle, an SWM/KTM/Hercules/Sachs moped/ Ossa/Hodaka dealership, has been married to his wife, Cheryl, for 10 years and they have two children: Toni, 6, and Chad, 4 (Chad was born on the day Ron left for the '74 ISDT).

Tops on Ron's thank-you list for the Two-Day Qualifiers are his wife Cheryl, SWM importer John Taylor, Suzuki Team Manager John Morgan, the Hi-Point and KTM support crews, Shelly Shoup and "all my friends who give me moral support."

Ron says he doesn't have much spare time, but when he does, he likes to spend it doing what his family likes to do: fishing, swimming, relaxing at home and bar-b-queing.

Thirty-one-year-old LaMastus, who has ridden the Six-Days five times previously, said, "My theory is to live life to the fullest, while you can . . . I live my life to ride the ISDT."

Carl Cranke

SWM
Gresham, OR

West Germany marks ISDT start number eight for Carl Cranke. Of his seven previous attempts, five went down on the books as Gold Medal quality. He has one silver medal, and DNF the '78 Six Days after an unseen rock broke through his engine cases and destroyed the clutch.

Carl, who turns 31 shortly after the completion of this year's ISDT, once said of the event, "The Six Days is very personal. I do it to prove myself *to* myself. A price can't be put on a gold medal — it's so special, as far as personal experience is concerned, that it's priceless."

Bothered by injuries earlier in the year, Carl came on strong in the final two qualifiers, winning the 350cc class in Oregon in spite of a 600-point penalty after getting lost in the heavy dust, and again taking the 350cc class in Washington, finishing sixth overall.

Husqvarna

Dick Burleson
Larry Roeseler
Jack Penton

Yamaha

Jim Fishback

Yamaha
Fontana, CA

If you're looking into a widely varied motorcycle racing career, you'd do well to emulate Jim Fishback. After making a name for himself in southern California motocross, taking a number one plate in the 250cc class of AMA D-37 desert racing the first year he tried, and then becoming one of the nation's top speedway riders, Fishback decided to try reliability trials last year, winning two Two-Day Qualifiers and running on Gold in Sweden until he crashed into a tree and broke his shoulder.

Fishback returned this year, winning the Cal City Two-Day, and winding up fourth in the overall 500cc standings.

Ron Ribolzi

Yamaha
Oglesby, IL

"Just had a good time making Mike Rosso and Road Bush work harder for their 175cc class wins!" answered Ron Ribolzi to the did-anything-unusual-happen question.

Repairing tractors for the Caterpillar Tractor Co. in Aurora, IL, is what Ron does for a living. He's 25, married to Beverly (who'll be part of the support team in West Germany) and enjoys watching the Wednesday night short track races at Santa Fe, inner-tubing down the local whitewater rapids, keeping his van *sano*, and "just plain getting crazed!"

Yamaha Motor Corp. gets a big thank you from Ron, who says "I like to be very reliability-minded when preparing a machine and this facet of racing is where it shows the most. Also in the special tests, the results tell the story — the fastest man wins!"

John Fero

Yamaha
Orange, CA

When you ride a Yamaha IT, remember that a lot of John Fero went into that machine. Fero, 32, works at Yamaha Motor Corp. doing testing and development work on the IT. This year, he's riding all the National Enduros, as well as the Two-Day Qualifiers, to develop a new IT.

When John's not working or riding, his interests turn to his wife and three children, working on the race truck, his van, or his Six Days bike. "I like to make it perfect," he says, "and when I'm done, it is."

"I would like to thank the people at Yamaha, and special thanks to Kevin, who seems to care the most. Also, thanks to the people who have helped me with their products and the many people who helped at the qualifiers. Also, I want to thank *Cycle News* for showing some interest in our sport." *(Our pleasure, John... Editor.)*

"The medal is worth a lot to me because it's something I earned with my own work and sweat. A hard-earned Gold would really mean a lot ...when you finish the last special test on Saturday, it all becomes worth it," wrote John about why he rides the ISDT.

Maico USA

Terry Cunningham

Maico
Nelsonville, OH

Sept. 12, 1979 will not only be the midway point in the 54th ISDT, it will be the 21st birthday of U.S. Six Days rider Terry Cunningham. Terry, who spends his days working as a mechanic, lives with wife Peggy and daughter Carrie.

Mom and dad, Ramsey's Motor Sports and Maico East are on his thank you list. Besides motorcycling, he likes "any kind of competitive sport. I love competition a 'helluva lot.'"

What is the reward for Six Days success? According to Terry, "pride in yourself more than anything."

John Ayers

Maico
Rochester, PA

"In search of fame and fortune — well, fame anyway," said John Ayers, when we asked him why he was going to the effort and expense of competing in the ISDT.

John, a familiar figure on the National Motocross circuit, is a rookie in Six Days type competition. "I was always learning something every day and time I rode. Since it's my first year, I have a lot to learn. Two-Day riding is *not motocross.*"

Ayers' thanks go to Craig McMillian of Action Cycle (where John has worked for two years) and Tom Steele of Maico Motorcycles.

Hobbies for the 25-year-old bachelor include four-wheel drives, Wetbikes and snowmobiles; the latter of which he intends to race this winter.

Steve VanWatermeulen

Maico
Green Rock, IL

"The expense is really bad and it costs a lot of money. But I only live once and want to do all I can in my lifetime. Besides, it's a lot of fun and you get to meet a lot of nice people and see some of the most beautiful country in the United States. Now I will be able to see some of the world," said Steve VanWatermeulen when we asked the inevitable why-do-you-do-it question.

Steve, 22, works at the John Deere parts distribution warehouse in Milan, IL, and enjoys fishing, golfing, hunting and all sports. On his debt-of-gratitude list are his wife Connie, "for being so understanding," Roger Debenham of Debenham Imports, and Larry Griffin and all the people at Suzuki World. Also, Steve adds, "all the people I've met."

KTM

Jeff Hill

KTM
Macon, GA

"The reward *is* competition on a world class level — to be able to compete with the world's best in something you're good at," responded Jeff Hill when we asked why he competed in the Six Days.

A registered pharmacist who lives in Macon, GA, with his wife Deborah, Jeff enjoys "running to keep in shape, tinkering with cars, etc."

The folks that Jeff would like to thank for their help are his father, Bob Hill, KTM America and Hi-Point Accessories.

Frank Gallo
Ted Leimbach

Club Teams

Six Pence M.C.

A. C. Bakken

Husqvarna
San Marcos, CA

"For me it's a personal experience that someone else might not feel. People don't realize how much pressure there is on a Six Days rider. There you are, in a country you've never been to, people you don't know, and you're representing the United States in what European countries and governments take very seriously. It's just something you can't truly experience unless you've done it, and I guess that's why I enjoy it." Those are some of the thoughts on Six Days, expressed by A.C. Bakken.

A.C. works at Hallman Racing in El Cajon, CA, and says he's really into racquetball ("keeps my mind and body in tune"). He and wife Sandy have one son, Brian who's seven months old.

In the Two-Day qualifiers, "everything went pretty smoothly, except for a shift lever I broke off in Washington. Fellow competitor and friend Ken Maahs loaned me a pair of vise-grips until I could find one laying out in the woods somewhere."

A.C. expressed appreciation to Husqvarna Motorcycle Co. "for supplying me with excellent equipment. Also, to John Gregory from JT Racing, and friends and people I didn't even know who helped me in pitting and support."

Dennis Vandecar

Husqvarna
Okemos, MI

"The ISDT is the Olympics of motorcycling, the top for an amateur. To finish is an accomplishment, but to win a gold medal is the best feeling you can have. The different countries, the different languages, the color, everything about the ISDT, and of course all the friends and spectators make it the greatest thing going on two wheels." Thirty-nine-year-old Dennis Vandecar leaves little room for doubt about how he feels toward the ISDT.

Snow skiing, bicycling and power boating are Dennis' off-the-motorcycle interests, of course along with wife Diane and sons David, 15, and Jon, 11. Owner of three stores, Dennis sells Schwinn bicycles.

Kenny Hess, "for transportation and gassing at the out of state qualifiers," gets Vandecar's vote of thanks.

Terry Davis

Yamaha
Hesperia, CA

Among the things we asked U.S. ISDT riders was to relate any outrageous or humorous incidents that happened in the Two-Day qualifiers. Terry Davis, of Terrycable/Terrykit fame, had an answer that topped the field. "At one qualifier in Washington, the pit crew returned to impound on the same road as part of the course. It was a small section of road but they were coming toward the riders. Suddenly, a pit crew vehicle turned onto the course just as I was going quickly by. The ensuing crash was unavoidable. Luckily, the vehicle was a Toyota and I flew over the engine hood and received scratches and bruises. My bike was not so lucky and received various injuries including a smashed air box which kept me from finishing. The clincher is that out of all the pit crew vehicles in the woods that day, the one I met happened to be my own car with my wife driving! How does one explain that to one's insurance company?"

Terry, who's 36 years young, married with two children, boys, ages 4 and 10, is a veteran of SoCal desert racing but a rookie on the ISDT level. Among the people he wished to thank were Yamaha of Corona and "the experienced Six Days riders who have been open to my questions and willing to help new riders."

Horse training, water and snow skiing, and roller skating are some of Terry's outside interests.

Perry Mtn. M.C.

Mike Melton

Husqvarna
Butler, GA

"No. I feel that I'm 99½% ready. I've been working a little harder on my special test skills by doing some motocrossing this summer," was 20-year-old Mike Melton's answer when we asked if there were any problems about getting to the Six Days.

"I would like to thank my parents for sticking by me in all the races. I would also like to thank Husqvarna Motorcycles for their support. Thanks to Mr. Bob Hill for his support both past and present. Thanks to Dick and Jill Burleson for their help in the qualifiers. Thanks everybody that helped!" said Mike.

Mike, who works in a textile plant, likes to water ski and swim, and has gotten to the point where he's "beginning to like running for exercise." He adds, "I love working on my bikes mostly."

Why do go the trouble and expense of riding the Six Days? "I love the thrill and satisfaction of competing against very competitive Six Days riders. I know you don't get a lot out of it, but it is nice to see how all Americans stand against the best in the world."

Dwight Rudder

Suzuki
Jackson, MS

August and September will be busy months for 23-year-old Dwight Rudder. August 25 was the day he told us he was to be married. Sept. 10 is, as a matter of passing interest, the start of the ISDT, and Dwight's gonna be there. It's only fair — in 1977, he qualified for the Six Days, only to miss it due to a cropdusting accident.

Parts manager in a motorcycle shop and also a commercial pilot — "ex-cropduster," he adds, Dwight will carry the colors of the Perry Mountain M.C., as part of that club team. That club is also on Dwight's list of supporters, along with Jackson Motorsport Center, Suzuki Team Manager John Morgan, Turkey Creek Enduro Team, Arcadiana Dirt Riders, Gulfcoast Sandblasters, NOEA, Southern Enduro Riders Association, Hodaka of Hattiesburg and "my numerous other friends who have helped me financially to get to the Six Days."

Dwight, who still enjoys flying, says of the Six Days, "I enjoy motorcycle racing and a gold medal in the ISDT is the ultimate goal you can reach in this type of event."

Ray Cosgrove

KTM
Camanche, IA

"It's the most important thing in my life. I'm going to the Olympics — I'm one of 41 Americans picked to ride and represent the United States of America. A gold medal is great, silver and bronze, just as good, but we're going as a team, The United States *team.*" That's part of what 19-year-old Ray Cosgrove feels about riding the Six Days; nobody can fault him for lack of enthusiasm.

An apprentice pipefitter for the Pullman Kellogg Company, Ray enjoys meeting and entertaining people and taking his old car out on a motocross course and "doing it in the dirt." "Let me tell ya," he adds, "my KTM handles a lot better than my car in the dirt." Water and snow skiing, eating pizza, and driving his Ford van are other things Ray enjoys.

And then there's the wrestling. "Tom and Denny Reese, Steve Van Watermeulen and myself always had wrestling contests before the first day (of a qualifier), after the first day, and on Sunday night. Down at our motel in Alabama, we had a dandy of a match on Saturday night. All four of us went through the wall and almost into the bathtub after wrestling, flying through the air and crashing through the wall. It was a costly match, and all with sore shoulders, we retired for a good night's rest."

Ray would like to thank AMA Districts 17 and 22, and all the riders thereof, as well as "Team Illowa."

Mt. Baker M.C.

Hans Raidel

KTM
Westerville, OH

"I changed eight fouled spark plugs in the Alabama Two-Day and hit a check two minutes into my grace. Managed to crash three times in one special test in Michigan. Still, I managed three gold medals in as many tries," writes apprentice brick mason Hans Raidel, 22.

Hans, who enjoys hunting, sports and traveling, thanks "my dad for always being there, and the rest of my family and friends for all their support, no matter what the odds."

"It's what I've always wanted to do — ride with the world's best," says Hans about why he's going to all the effort and expense in pursuit of a gold medal.

Darryl Kuenzer

KTM
Union Lake, MI

Nineteen-year-old Darryl Kuenzer has some pretty strong feelings about the ISDT and success in the event: "A gold medal means more to me than I can say, but more than the medal I hope I can represent the U.S. by scoring better than most of the European riders."

Skiing — both water and snow — are some of the things Darryl likes to do when he's not riding or working on his job at Pontiac Motors.

His dad, "for all the time and money he has spent since I was 11 years old so that I could accomplish what I have with motorcycles," and Ed Tingley, "who taught me a lot and helped me to ride better," are two of the people Darryl would especially like to thank for helping make it possible for him to ride his first ISDT. KTM and Champion Cycle in Pontiac, MI, also recive Darryl's thanks.

Greg Davis

Husqvarna
Westerville, OH

"Riding Six Days and what motivates a person to ride Six Days is very unique and extremely difficult to explain. One almost has to experience it to understand that it gets in your blood. Getting a Gold Medal in West Germany means a great deal to me. My reward is how I feel about myself," says Greg Davis, Husqvarna's Eastern sales Manager and ISDT competitor.

Greg lives with wife Marsha and daughters Jill, 10, and Mitzi, 7, in Westerville, home of the AMA. All he'll tell us about his age is that he's "older than Burleson, but not much."

"Sincere appreciation...for their support and making unequaled products" is what Greg would like to say to the following companies: "Husqvarna Motorcycle Company, Stough Smeed (Moto-Race and Metzeler tires), Conrad Anderson (Sun Rims), Bill Kniegge (Bell), Dick Kryder and Scott Boyer (Scott Goggles), Jon Stillman (Husky Products), Larry Meiers (Hi-Point), Terry Davis (Terrycable), Torco Oil, Preston Petty Products, and a special thanks to my friend Dick Burleson."

Barefoot water skiing and snow skiing are Greg's hobbies, but a knee injury suffered while water skiing this year that has hampered his training caused him to lament, "I should stick to riding motorcycles. Last winter I injured my other knee while snow skiing."

Norsemen M.C.

Bob Pearce

Kawasaki
West Senaca, NY

The sole Kawasaki rider on this year's U.S. ISDT squad, Bob Pearce says there's "really no answer to why we do this craziness. All I know is that to me this is the toughest event a motorcylist can ride and finish."

Twenty-four years old and recently married, Bob works at Hebeler S&S in Sockport. That shop, and Bill and Carole Hebeler are on Bob's thank-you list, along with his mother and father, Mark Ives of Kawasaki East, and Kawasaki Motors.

During the winter, Bob likes to snow ski and enjoys jet skiing and water skiing during other months. His biggest worry as the days go by before the start of the Six Days is "knowing that I have to ride to get prepared for the race. At any time I could crash and be injured. I hope for the best and just keep on ridin'."

Ed Lojak

Husqvarna
Tarentum, PA

"I live about five miles out of Tarentum in Fawn Township with my mom, dad, three brothers, two sisters and my uncles Joe and Ron. That's 10 of us and our dog. Luckily, our house is big!"

That's part of the report we get from Edward Wayne Lojak, 18, a senior at Highlands High School. While most 18-year-olds worry about college-vs.-a-job, girls (don't worry — they're mentioned in Ed's "like" list) and the approaching realities of adulthood, Ed is preparing to meet the world's best in six days of competition.

Who does Ed want to thank? "Husqvarna Motorcycle Co., my great family and my uncle Len Kaczor and cousin Cheryl Greiner for their work as my pit crew, and especially my uncles Joe and Ron Lojak for all they taught me through their vast experience in motorcycles and motorcycle racing."

Lojak's Cycle Sales is where Ed works (full-time during the summer, part-time during school) and he helps service, repair and deliver snowmobiles, Huskys and Yamahas. His interests are hunting, fishing, trapping and girls (see — we told ya). His dislikes are smoking and dope.

Ed concludes by saying "I like good, strong competition and being a winner. A gold medal will be an important part of my racing career and personal inner feelings."

Bill Berroth

KTM
Wilton, CT

"Ever since I've been riding everyone talked of the Six Days as *the* event and I have to agree. It's the hardest, but the most satisfying, rewarding and exciting event in motorcycling. How much is your soul worth?" responded Bill Berroth to the "why" question. The 22-year-old service manager of a Ford dealership has been riding for eight years, competing in the Two-Day Qualifiers for the past two. He is one of the 16 rookies on this year's American ISDT squad.

Berroth, who enjoys water skiing, bicycling, snow skiing and his friends, had a close call in the Washington Two-Day, when a rider he was trying to pass moved over but then swerved back when Bill tried to make the pass, knocking him down a 30-foot cliff. With the help of Bob Ayers and another man, Bill was able to get the bike back on the trail and get to the next check on the last minute of his grace.

Bill's thank-you's go to Frank at Port Chester Motorcycles for his help and encouragement, Mr. Hill and Mr. Cora, and all the other people at KTM and Hi-Point "who helped me across the country, and my father, who helped me out at all the local enduros and kept me going through the bad days as well as the good."

Waterloo Enduro Team

Denny Reese

Yamaha
Genesco, IL

If you told Denny Reese that he had a good shot at a medal in the ISDT, he might take it as a pun. Denny and his family run a plant called Springfield Armory, and they manufacture and assemble military rifles for big bore rifle matches, hunters and collectors.

Denny, who's 24 and single ("but sure do like Diane!") loves snow skiing, water skiing, hunting and shooting, traveling and women.

Asked who he'd like to thank for his help along the way, Denny replied, "I owe so much to my mother and father for their support both morally and financially throughout the years. They're the best! I also owe a great deal to my Uncle Lon. I have practically destroyed his basement a thousand times assembling and disassembling my scoots week after week for races."

About this year's ISDT, Denny says, "This is my third time and I'm going to make it a charm. This trip means as much or more to me than the first time."

Tim Hopey

Husqvarna
Glenshaw, PA

"The Six Days has been my dream since I was 14," says Tim Hopey, now seven years older. "I don't really know why but I always took it as the supreme test of a man and his motorcycle. I'm very proud to have qualified and if by chance I get lucky over there and earn a medal, it would be priceless. I would be one very proud and happy young man."

Hopey, works at Lojak Cycle as a mechanic, and would like to thank "... my brother a whole lot. He has always given me a great deal of support. And my mom, for being for motorcycles and encouraging me. Also, a cute little girl named Sandy for tagging along to the races all these years. And, the Lojak family for all their help — Thanx folks."

Tim, who enjoys camping and being outdoors, and would like to get back into school, will be competing in his first ISDT.

Bob Popiel

Husqvarna
Columbus, OH

"Well, I've been struggling to learn the game of golf, but so far I haven't had much luck," said Bob Popiel when we asked about outside interests, adding, "my other interests include listening to music, riding my KZ1000, working on my house and my girlfriend, Ann."

Popiel, Husqvarna's Eastern Service Manager, comes from a large family: "eight brothers and two sisters, enough for a baseball team." He's been interested in motorcycles since he was 15, "which was just about the time my older brother bought himself a Triumph Bonneville."

Husqvarna heads Bob's thank-you list, but "just as important are the crew people that helped our team at the Two-Days. I appreciate the help that Sun Rims gave me and all the qualified riders in our efforts to go to West Germany." *(Sun Rims gave each U.S. ISDT rider a no-strings-attached check for $100... Editor.)*

Bob's main goal is to "finish the Six Days. If a gold or silver medal can come as a result of my efforts then I will be even more happy. It is very thrilling competing in the ultimate trail ride and riding with the world's best off-road endurance riders."

Individual Riders

Dan Dillon

KTM
Spokane, WA

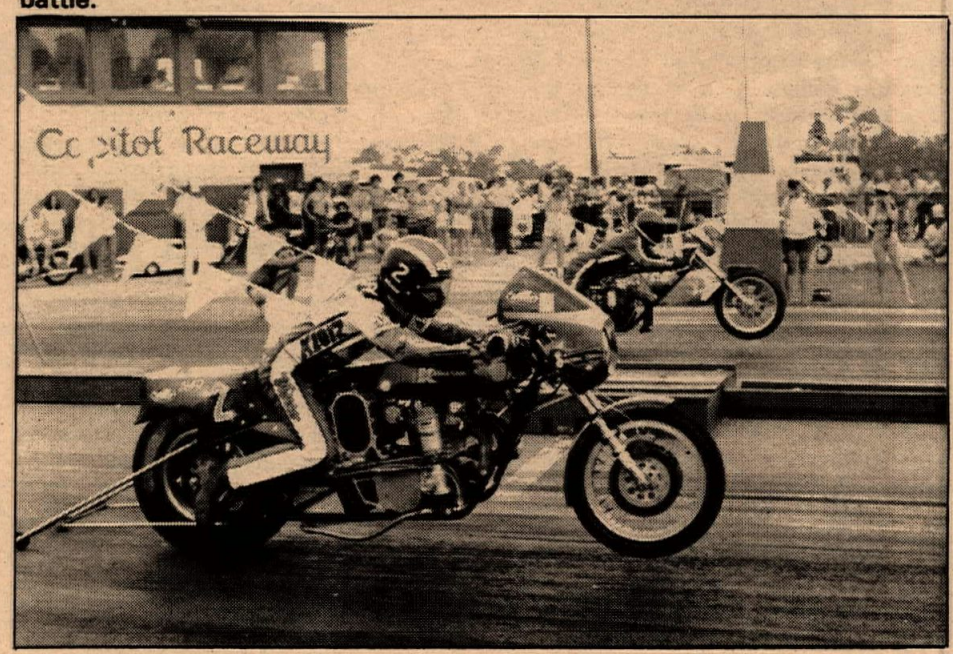
Dan Dillon had a pretty impressive record in the 125cc class of the Two-Day Qualifiers — a win and a pair of thirds — but there were so few slots allocated for the 125cc class that he ended up listed as first alternate.

So it was good news for him when the West German organizers requested

(Continued to page 42)

Terry Vance snatched up the Pro Stock win, which gives him a shot at again taking the number one plate in the class.

(Above) Terry Kizer warmed up his rubber and used it to fullest potential as he set a record 8.50 in the Pro Comp division. (Below) Ken Blackburn (near lane) couldn't keep with John Sands in the first round of Super Eliminator battle.



Trett, Vance top IDBA Summer Nationals; Pogue dips into eights

By Henny Ray Abrams

WASHINGTON, DC, AUG. 18-19

The International Drag Bike Association Summer Nationals saw record runs and repeat winners in several classes of the rain-delayed meet held at Capitol Raceway near Washington, DC.

The big news was in the Pro Stock class where Sid Pogue qualified with a new record of 8.98 seconds to become the first in that class in the eights. Unfortunately for Pogue, he came up against number one plate holder Terry Vance in the semi-finals and lost, although with a quicker time.

Top Fueler Kenny Annesley, on a double-engine Kawasaki, lowered his own ET record when he ran a 7.66 in qualifying. He made the final, but had to shut off and give Elmer Trett and his double-Harley the Top Fuel win.

Terry Kizer picked up some points and a record in the Pro Comp division with an 8.50 clocking over Larry Musick.

In the Ultra Stock class, current points leader Hamp Osborn's Kawasaki proved faster than the one Don Norris was riding as Osborn went 10.44/128.00 for the win.

In Super Eliminator, Deb Devivi put yet another Kawasaki in the winner's circle with a win over Sam Wills.

The afternoon's excitement started when, for the first time ever, four Top Fuel bikes qualified in the seven second bracket. Two Kawasakis, a Yamaha and a Harley-Davidson were represented.

Tops on the list was the Motorcycles Unlimited Kawasaki double of Kenny Annesley. As Annesley went through the lights on his record run a rod in the rear 1200cc engine let go tearing the cases apart. Tuner Carl Ahlfeldt quickly got to work and had the machine ready for a first-round showdown with the double-Harley of Marion Owens.

Owens gave the fans a thrill by hanging off the right side of his bike to keep it in the lane, but Annesley was the winner.

Annesley then beat Danny Johnson in the semis to bring up a showdown with Elmer Trett in the final.

Jim Bernard, holed a valve on the RC Engineering/Magnuson Products Yamaha 1150. Bernard had qualified third fastest, but had seen a puff of white smoke at the end of the run. When tuner Ron Teson went to start it for the quarter finals it exploded with two loud pops and the team was through for the day.

Who did Bernard like in the finals? "You have to watch out for Elmer. He's always there," he said. Trett was there for the win piloting his double Harley through the lights in a quick 7.77 sec. 179.16 mph as Annesley finished a hectic day with a hard-earned second.

One of the busiest people there was Terry Kizer of Houston, Texas. Kizer raced Kawasakis in both Pro Comp and Super Eliminator and came close to pulling off a double. He was fast qualifier in Pro Comp and methodically advanced through the field for his meeting in the final with Larry Musik on the Commonwealth Kawasaki/Sun Welding/MTC Engineering mount.

As the Christmas tree flashed green it was Kizer's Lemoyne Parsons Turbo Kawasaki which proved to have the edge over Musick's carbureted KZ. But it took a record run to do it.

In the Pro Stock ranks the pits were buzzing after Sid Pogue had broken into the eights on his qualifying run. The number one plate holder for the last four years, Terry Vance had qualified third behind Bob Carpenter. This put the two in the same half of the field and culminated in a semi-final showdown.

It was a race to make the final and grab needed points for the championship. Pogue's being currently in the lead gave Vance some added incentive. Vance got the holeshot on the US Suzuki/RC Engineering GS1000 and although Pogue put the Pogue Machine Co. Kawasaki Z1-R through the traps at a faster time (9.06 - 9.19) Vance was in the final.

His opponent in the final was Ed Davis who reached the final run by beating CM Performance Products Bob Carpenter in their semi.

Although he felt a little down on power, Vance knew that in order to have any shot at retaining his title he would have to win it all. He did it with a 9.24 second run to Davis's 9.46 in the all-Suzuki final.

"I'm within striking distance now," Vance said in reference to the chase for the plate which Pogue still leads. "Whoever wins the next (and final) race wins the title." Vance would like to get the ET record back, but that was secondary. "At least now I'm back in the chase, that's the main thing." •

Scott Boots Take 3 Out Of 4 National Championships ...So Far.

Bob Hannah - 1979 Supercross and 250cc National Champion.

Danny LaPorte - 1979 500cc National Champion.

Scott's done it again!

Of the four AMA National Motocross Championships already decided, three out of four winners took their titles in race-proven Scott plastic boots.

From the first starting gate in the Supercross Series, to the last checkered flag in the 500cc Nationals, Bob Hannah and Danny LaPorte proved time and time again why Winners Wear Scott. They raced all across the county, from the sand tracks of Florida to the mudbaths in Michigan to the adobe raceways of California, and Scott boots carried them through in style. Bob once again wrapped up both the Supercross and 250cc National Championships while high-flying Danny reeled in the 1979 500cc title. Both champions attribute their success to hard work, good equipment and the extra support, protection and confidence their Scott boots gave them.

But the racing season isn't over yet. There's the upcoming Trans-USA series and it looks like Scott boots will go 4 for 5 in '79. So look for top AMA stars like LaPorte, Rex Staten, Rick Burgett, Gary Semics and others to be up there battling for the title in their Scott boots.

And if you've got any weekend moto battling to do, or even if you're just going out to do battle with the elements, get yourself into a pair of tough Scott boots. Once you feel the special support, protection and confidence they give your riding, you'll know why more and more Winners Wear Scott!

SCOTT USA®

P. O. Box 1418, Sun Valley, Idaho 83353